THE LITERARY DIGEST

(Title registered in U. S. Patent Office and in Foreign Countries)

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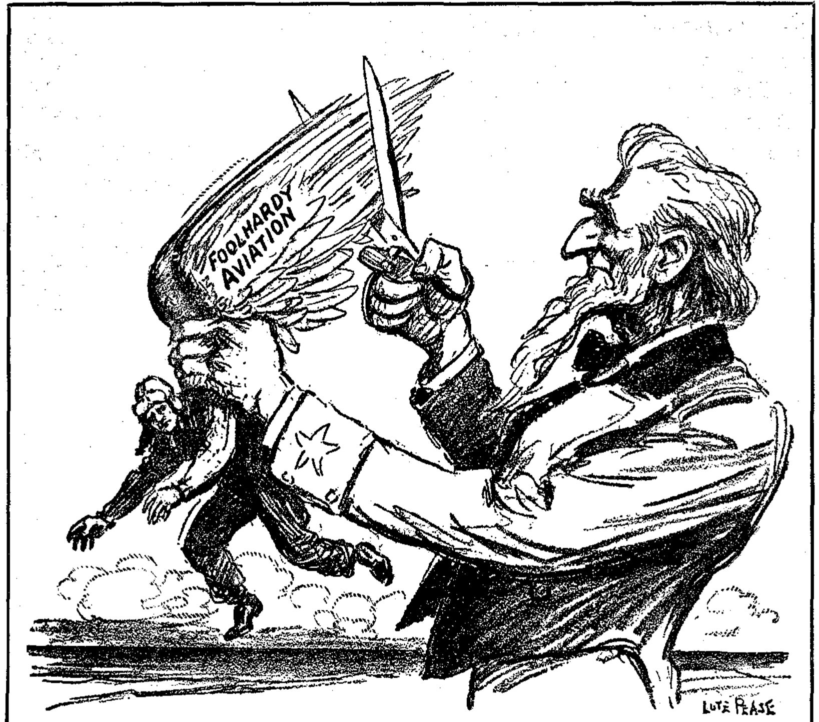
TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

THE OUTCRY FOR A CURB ON "DEATH FLIGHTS"

"STOP THESE DEATH FLIGHTS" is a demand uttered with growing insistence as the public contemplates the startling toll in human lives that has been the price of transoceanic flying. Of the forty aviators who attempted such flights this summer, more than half have been lost. Thus the present situation seems to be that flying across the ocean is a gamble with death in which the flyer gets less than an even break. The demand that something be done to check this sickening sacrifice of daring men and women is international in extent, being echoed in dispatches from Washington, London, Paris, Berlin, Rome, Ottawa, Mexico City, and Melbourne. From Washington we learn that President Coolidge "has under consideration the advisability of ordering a thorough investigation of transocean flights with a view of developing a recommendation for government supervision"; and that in the next session of Congress there will probably be a drive for legislation to curb and regulate "stunt" flying across the Atlantic and Pacific oceans. In England, according to a London correspondent of the Providence *Journal*, "the appalling series of Atlantic disasters has produced a profound revulsion of feeling in the public mind in regard to ocean flights, and in the press the strong opinion is exprest that the game is not worth the candle." In France, a New York *World* correspondent tells us, the military flying authorities have sent word to airplane builders and flyers that for the present "the Government would prefer no further efforts to fly the Atlantic." Aviation experts in Berlin, says an Associated Press dispatch, are convinced that the cause of aviation is hurt rather than helped by attempts to fly across the Atlantic in planes incapable of remaining afloat in a heavy sea. In Canada, we read, the Canadian Air Board will ask special powers of Parliament to prevent "suicide in the air." The Australian Government has announced that "no aircraft except seaplanes, flying boats, and amphibians will in future be permitted to be used in sea flights of more than fifty miles." And in Mexico, reports a Chicago *Daily News* correspondent, "safety is to be the watchword in the future in all aerial undertakings."



CLIP THE WINGS AND KEEP THE BIRD

—Pease in the Newark *News*.

Further condemnation of transoceanic flying in land planes was sounded in Washington by the Navy Department when Admiral E. W. Eberle, Acting Secretary, indorsed and made public a report by Lieut. Ben H. Wyatt on the Dole flight from San Francisco to Hawaii. In this report we read:

> "It is strongly recommended that steps be taken which will prevent the recurrence of long-distance flights over the water by land planes. Flights of this nature, even when undertaken by the Army or Navy, must, ultimately, end in disaster. It is not my belief that any scientific value can be derived from such flights. It is further recommended that steps be taken to require aircraft to carry radio equipment for transmitting and receiving when operating over wide expanses of water or unexplored territory."

"Stunt flights and the men who back them financially for the sake of the resulting publicity should not be countenanced," argues Harry Guggenheim, President of the Daniel Guggenheim Fund for the Promotion of Aeronautics. His statement to The Associated Press is thus summarized in the New York *Times:*

> "'By stunt flights,' he said, 'I mean any flight that does nothing for the advancement of aviation. A flight that merely accomplishes precisely what another flight has done, with the same or inferior equipment, is a stunt flight.'
>
> "Mr. Guggenheim said he did not believe that all prize offers should be banned, but ought rather to be given for the development of better equipment than for spectacular achievement in existing planes.
>
> "Altho he felt that some rigid check should be placed on stunt flights and their backers, he did not believe that legislation or even official regulation afforded the means of entirely preventing accidents in the future.
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> "'The Government,' he said, 'should have greater authority than it now has, to be exercised through the Department of Commerce, to see that every airplane is licensed. This would in a measure prevent some accidents from spectacular flights.
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> "The public has claimed aviation for its own, he said. It has been learning about it this summer as never before, and now it

knows enough so that it feels it should take a hand in necessary regulation—regulation by public opinion against the foolhardy.

"Mr. Guggenheim exprest the opinion that almost all of the air fatalities of this year could have been avoided if long and thorough preparation had been made for the flights and suitable equipment had been devised and built. But, he said, they all served some purpose in focusing public attention upon aviation and destroying public skepticism concerning the eventual place that aviation is destined to take in world transportation."

At a meeting of the American Bar Association in Buffalo a resolution was adopted urging Congress to pass the necessary legislation to give the aviation branch of the Department of Commerce control over transoceanic flights. The author of this resolution, Chester W. Cuthell, is general counsel of the Curtiss Aeroplane Company and the National Air Transport Company. Commenting on this resolution, William P. MacCracken, Jr., director of the aeronautics bureau of the Department of Commerce, said to a correspondent of the Chicago *Tribune:*

"The Department of Commerce will be glad to assume such regulatory powers as Congress may wish to confer upon it. It should be clearly understood, however, that adoption of regulations will not end the loss of life in these pioneering enterprises."

"Public opinion seems to have crystallized in opposition to further transoceanic flights made in defiance of chance and without promise of adding something to the science of aviation," remarks the New York *Sun.* "Let us have an aviation holiday so far as transoceanic flight is concerned, or rather a time for inquiry and study and more thorough preparation," exclaims the Chicago *Evening Post.* "It is time to halt the foolhardy," declares the Brooklyn *Eagle*, and the same idea is strest by papers in all sections, including the Norfolk *Virginian-Pilot*, Washington *Post*, Cincinnati *Enquirer*, Birmingham *Age-Herald*, Milwaukee *Journal*, San Francisco *Chronicle*, and Philadelphia *Inquirer.* Says the Philadelphia paper:

"It is time that the aeronautics bureau of the United States Department of Commerce drafted a set of requirements for airplanes which undertake to make transoceanic flights from the territory of the United States or its territorial possessions. These regulations should represent the consensus of leaders of the aviation profession in the United States. If they are reasonable, they can be enforced legally and morally by the authority now vested in the Department by law."

"Aviation on land is here," remarks the New York *Evening World*, because "in cases of accident or storms a comparatively safe landing is possible." But "the genius of invention has yet to find a way to make it safe upon a storm-tossed sea." And in the meantime these tragedies of the air and sea are hurting the cause of overland aviation by destroying the confidence of the public, we are reminded by such papers as the Cleveland *Plain Dealer*, St. Louis *Star*, Omaha *World-Herald*, and Washington *Post.* Says the Washington paper:

"The American people have lost much of their new-found confidence in the plane as a means of long-distance transport. It could not be otherwise in view of what the summer has held. Yet the plane is all right, and tragedy has come of the fact that aviation to-day stands at the crossroad—no longer an experimental toy, not yet a tried-and-proved agency. From the gloom that to-day enshrouds the situation will be born the vast international aerial transport system of to-morrow."

But in spite of the popular outcry against the recent sacrifice of lives, doubts about the desirability of rigid governmental regulation of "stunt" flying are exprest by government officials and leading aviators. Secretary of Commerce Hoover, whose Department has charge of regulating commercial flying in this country, is quoted in the New York *Times* as saying:

"I have not been able to bring myself, at the present moment at least, to the view that responsibilities in these matters should be undertaken by the Department of Commerce. Governmental regulation would be too inflexible. It would not be wise to suppress all flights or to suppress progress."

Secretary Hoover sees overland aviation becoming almost as safe as other forms of transportation, with loss of life now a rare event. But overseas flying he recognizes as a very different thing, since navigation must be "without the multitude of safeguards on land" and "those margins of hazard implied in faulty equipment, the weather, the least failure in experience, or in exhausted preparation, take their toll in human life at sea many times greater than on land." He continues:

"But I do not believe we should attempt to stifle the spirit of youth or the pioneer work which must precede all development. I do think we need more common sense and more safeguards. We do need that these undertakings should be made by men of qualified experience, with adequate preparation, supported by the last word in equipment and care as to weather conditions."

Major Clarence Chamberlin comes out flatly "against government regulation suggested by well-meaning but ill-advised people," because "it will retard the advancement of aviation." He goes on to say in a letter to the Philadelphia *Record:*

"Lindbergh's and our flights may have been foolhardy, but they served a good purpose. Byrd's flight was a step in advance with multimotors, radio, and navigation instruments. The next step after Byrd's flight should have been a water plane with multimotors and full radio, and navigation equipment. These are most important to pilots to enable them to fly indefinitely in fog entirely by instruments, which very few are able to do. All such flights, except in planes able to land on water and send radio from water, should be discouraged."

Commander Richard E. Byrd, also in reply to the Philadelphia *Record's* inquiry, says first:

"Concerning long-distance flights, I believe the situation well in hand now through public opinion. The newspapers, which have so patriotically helped the progress of this aviation, are now the means of curbing the pioneer flights, and so preventing more tragedies."

In the same letter Commander Byrd makes the further statement of his opinion:

"Long flights over areas where there is no available landing-place should be made with a plane equipped with two or three engines, and the plane should be equipped with the proper flotation and with radio that can be used not only in the air, but on the water."

Col. Charles A. Lindbergh's statement on the subject, as given to The Associated Press, also emphasizes the necessity of careful preparation, but scouts the idea of rigid governmental regulation:

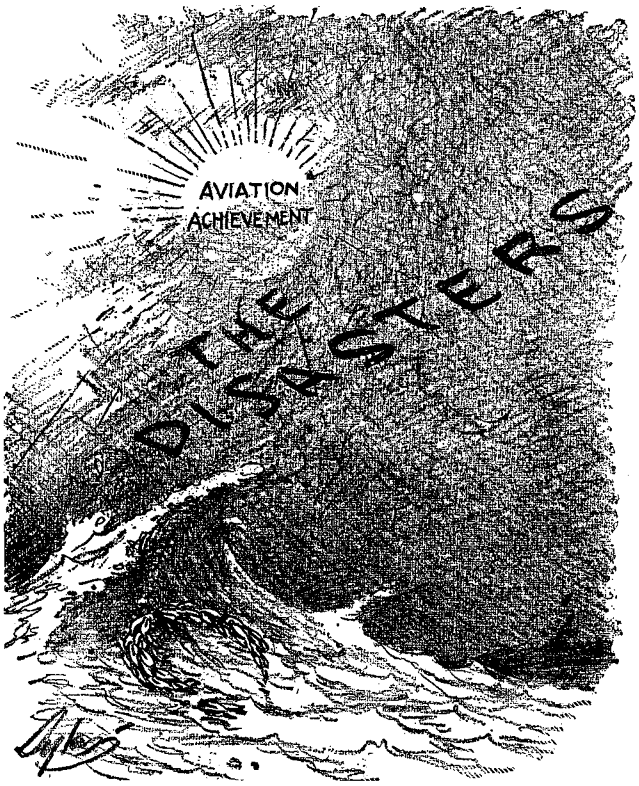
"To totally restrict hazardous flights would be placing a ban on scientific progress. Such restriction would have the same effect on the future of transocean flying as the air mail would have experienced had it been abandoned by the Government during the heavy casualty period of its pioneering days.

"The result of total restriction might be compared to the effect on aviation in general had legislation been enacted against all flying during the first few years following the flight of the Wright brothers when, hour for hour, any flight was more dangerous than transoceanic flying is at present.

"The pioneering and development of almost every advance in the air is marked by the loss of its explorers or its scientists, yet they would be the last to request that the advancement of the cause for which they gave their lives be retarded.

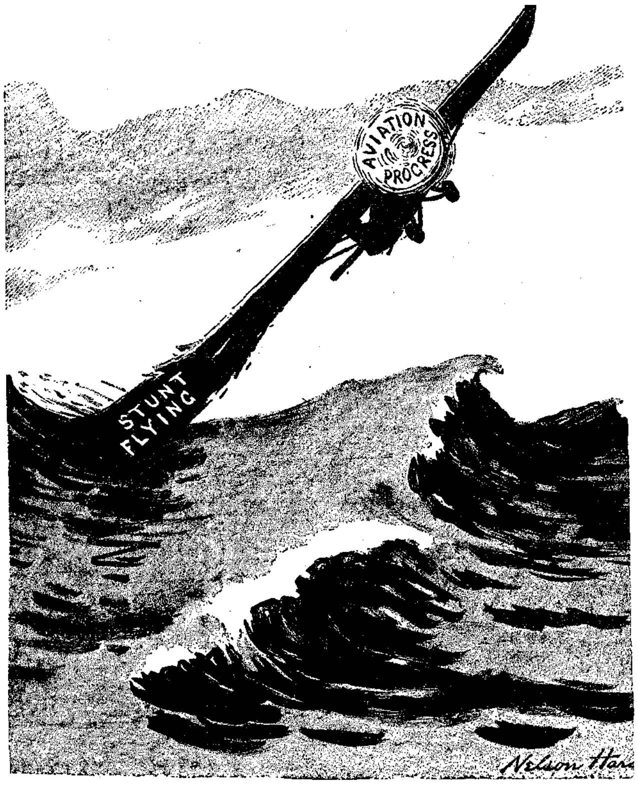
"Hazardous flights should not be prohibited, but they should be attempted only after careful study by experienced personnel, with the best of modern equipment and for a definite purpose."

Many editors share the view that the dangers that lurk in too much government regulation are as real and more far-reaching than those inherent in the present situation. "Hasty legislation, dictated by hysteria, is unwise," admonishes the Newark *Evening News;* and it warns us against restraints that may block unduly the wheels of human progress. The Baltimore *Sun* agrees with Secretary Hoover that what is needed is not more law, but more common sense.


AVIATION ACHIEVEMENT
THE DISASTERS

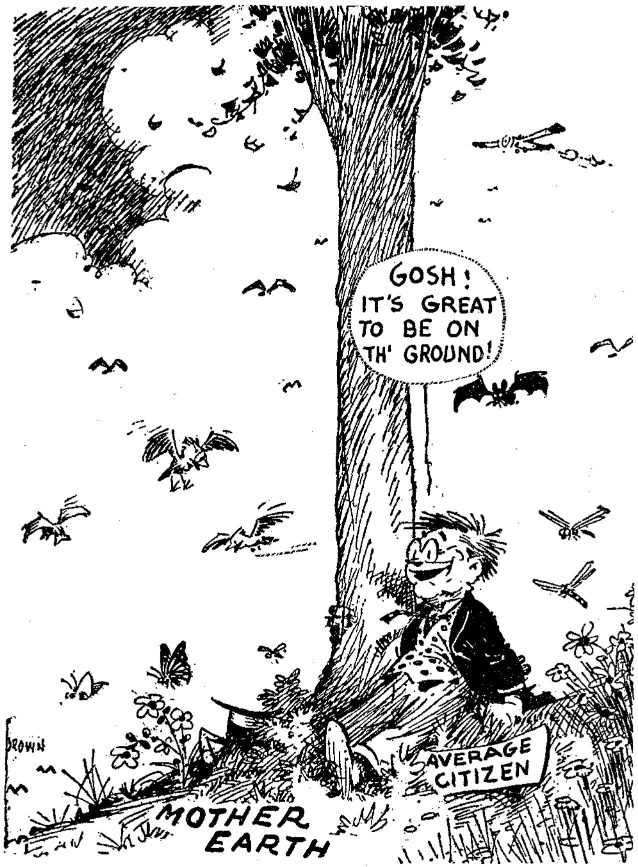
BECOMING DIMMED

—Sykes in the New York *Evening Post.*


AVIATION PROGRESS
STUNT FLYING
Nelson Harding

THE DRAGGING WING

—Harding in the Brooklyn *Eagle.*


GOSH! IT'S GREAT TO BE ON TH' GROUND!
AVERAGE CITIZEN
MOTHER EARTH
BROWN

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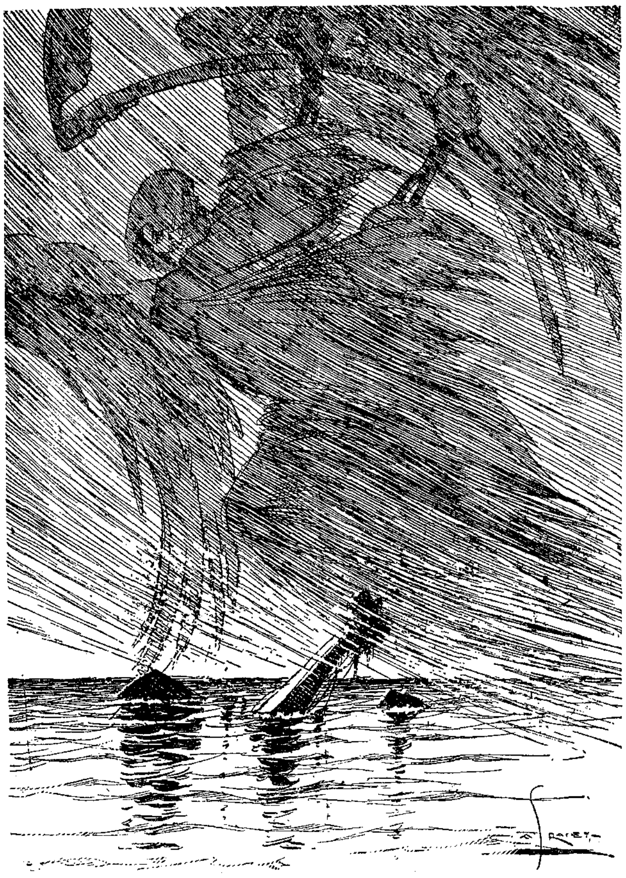
RECENT DEVELOPMENT IN AVIATION

—Brown in the New York *Herald Tribune.*



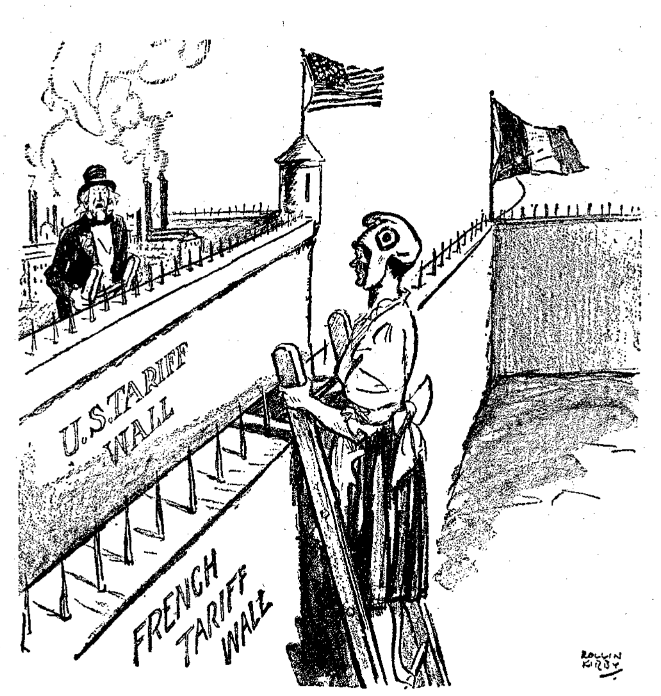
THE FLIGHT DISASTERS

—Racey in the Montreal *Star.*

THE SEA'S TOLL OF THE SKY

OUR TARIFF TIFF WITH FRANCE

THE OPENING GUN of a relentless and well-organized economic war of all Europe against the United States is seen by several political observers in the announcement by the French Government on September 9 of a new tariff schedule which raises the duties on a variety of American exports to what many business men call "prohibitive" heights. France's new tariff law, as it stands, will cost American exporters and manufacturers millions of dollars annually in loss of trade, we are told, for the new duties are from four to six times higher than previously. The only remedy for the embarrassing situation in which American business men find themselves, it seems, lies in the negotiation of a commercial treaty between the two nations. And when these negotiations are begun, say Paris correspondents of New York newspapers, the attitude of the French Government will be that it can not, without corresponding concessions, give to American imports the same favorable treatment it now extends to Germany, England, Italy, and various other countries with which France has reciprocal commercial treaties. But, says an Associated Press dispatch from the French capital, if the United States Government wishes to enter upon commercial treaty negotiations in a spirit of reciprocity, the French Government would be glad to begin them at once, meanwhile giving American imports considerably lower rates, but not as low as those of Germany, for example. Germany, it seems, already has made a favorable settlement with France, but a similar treaty with the United States, say French officials, could not be concluded in less than three or four months.



A GAME TWO CAN PLAY AT

—Kirby in the New York *World.*

In view of the above, the tariff, predict Washington political scribes, is slated for considerable discussion in the next session of Congress. With a Presidential campaign in the offing, this, several Democratic papers maintain, will be acutely embarrassing to the Coolidge Administration. Says the Cleveland *Plain Dealer* of this aspect:

"The Government's spokesmen fear Congressional action this winter on the tariff, once the issue is opened up, and the hope of the Administration to keep the tariff under cover until after the Presidential election of 1928 has long been apparent. If Congress this winter were to take official cognizance of the unfortunate position in which certain American exporters find themselves, it would probably be unable to leave the tariff issue until consideration had been given to all of the aspects of our present tariff policy in their relation to the economic position of the United States. And however desirable such a study may be from the point of view of our own economic welfare, it is so loaded with dynamite politically that it can not safely be undertaken on the eve of an important national election.

"From the point of view of tariff logic, this country can take no reasonable exception to France's action. She is now preparing to follow the same course in her commercial intercourse with this country that the Fordney-McCumber Tariff Act prescribed —a course which subjects foreign-made goods to the highest duties in our entire tariff history. Having adopted this policy ourselves, and still subscribing to the idea that imports are essentially bad, we are not in a position gracefully to challenge the position of a neighbor who follows our lead.

"The issue which France is laying at our door has been inevitable. In spite of the change which came over our economic position as a result of the war, we have maintained officially a trade policy which was contemplated for a young debtor nation. We have continued to hope and have adapted our economic legislation to the theory that we can be the world's creditor and still close our doors to the products of debtor nations. And we have hoped that our debtors would continue to buy our surplus products, even tho high barriers were imposed against their selling here. In the end a reversal of policy on our part must come. But, hemmed in as the whole question of the tariff is with politics, it is hardly to be expected that it will come at once."

Meanwhile, points out Wilbur Forrest in a Paris dispatch to the New York *Herald Tribune,* the new French tariff leaves the United States practically the only major Power which does not trade with France under some convenient arrangement. According to Edwin L. James, Paris correspondent of the New York *Times:*

"The French are anxious to bargain, but there is every indication that they do not wish to give to the United States the favored-nation clause without something in return. Germany admits at low rates certain important French exports, and France arranges to give Germany low rates on certain important German exports. France is perfectly willing to make with the United States the same bargain she made with Germany.

"While American business in France is pleased over the prospect of trade negotiations, it has not lost sight of the fact that the United States has little to offer France in return for most-favored-nation treatment. Only an Act of Congress can lower the existing rates, and with the election coming on next year the likelihood of such a step is regarded as remote."

Uncle Sam, therefore, notes the Newark *News,* "is 'twixt the devil and the deep blue sea." For—

"We can't dicker on even terms with the French for a modification of her schedules in our favor without obtaining from the Congress provision for concessions in return. On the eve of a Presidential election, with our farmers' dissatisfaction and a condition of relative industrial unemployment, that would stew a pretty mess of tariff fish here at home.

"Nor is the worst yet told, if reports from France be true. Somewhere between $60,000,000 and $80,000,000 of our annual French sales—Washington mentions but $10,000,000—are threatened by the new schedules already in effect.

"It is most inconvenient to have a thing like this turn up so inopportunely. What we are really driving at is to save our export bacon without surrendering the sacred right to the exclusive exploitation of our own markets. The real trouble is that the French know it."

In other words, unsympathetically observes the Louisville *Courier-Journal,* "the United States is getting a taste of the same medicine it has been administering to other countries. For, says the New York *Journal of Commerce:*

"The United States exports to France $300,000,000 worth of merchandise annually, and imports from France something less than $150,000,000 worth annually, approximately two-thirds of which is dutiable when entering the United States."

"We certainly can not complain against the new French tariff schedule," the New York *Telegram* is convinced, "for our rates are just as high, or higher." The Providence *News* "regrets these tariff wars, yet they may prove not wholly bad if they have the effect of teaching some people that what is sauce for the goose is also sauce for the gander." As the New York *Times* explains:

> "The great Fordney-McCumber Act proceeds on the theory that this country takes everything, but gives nothing. We are prepared for a tariff war, but not for negotiating a tariff peace. There are several ways in which we may retaliate upon a nation which we think deals with us unfairly in the matter of imports and exports. The President can push up the rates on foreign goods to the extent of 50 per cent. Another tariff weapon which we have is the right to raise foreign invoices of products actually purchased abroad to the point where they wi'l be based on 'American prices.'
>
> "We can quarrel over our tariff, but we can not adjust it to fit the needs of a real treaty of commercial reciprocity, such as that which was recently signed between France and Germany. The French seem to think that they can make a similar agreement with us—that they can 'get something' from America in return for their promise to surrender their maximum tariff rates upon American goods. But they will find that this is an entire mistake. To lower the tariff is almost as treasonable as to lower the flag in the face of the enemy.
>
> "It has been argued by some newspapers that this tariff difficulty with France can be met by inducing her to grant us 'most-favored-nation treatment.' Then, it is innocently believed, we should come in for the low-tariff rates accorded by France to German products, without having to make the reciprocal concessions which Germany made. But this is to ignore wholly the correct interpretation of most-favored-nation treaties in connection with special commercial agreements. When one nation gives a favor in return for a favor, it can not be called upon to extend the same favor to another country which gives it none. Thus the United States is pretty effectually barred from getting tariff concessions when it will yield none."

That the French Government "has probably underestimated the psychological reaction of the American people" to the new maximum tariff schedules is the belief of the Providence *Journal*. In this New England paper's opinion:

> "The purpose of the new rates, of course, is to make it possible for the French delegates to the forthcoming Franco-American tariff conference to use them for trading. French statesmen may think that the application of the new exorbitant rates to American goods is a clever stroke which will win them extra concessions when the French and Americans sit down in Paris next month to discuss the negotiation of a commercial pact. But instead of creating a conciliatory attitude on the part of the American representatives at the conference, it may produce a spirit which is the exact opposite of conciliation. We are much less dependent upon the French market for the disposal of our exports than France is upon our market for the commodities she exports. If sharp coercive methods are to be used, the United States can probably stay in the struggle longer than France.
>
> "The tragedy of the situation, of course, is that French goods and American products are non-competitive, generally speaking. If we assess certain French imports at a high rate, it is for no coercive reason—as the French procedure in respect to American goods appears to be at the present juncture—but rather in accordance with a long-recognized principle of tariff making that provides for applying luxury rates to luxury commodities. By no stretch of the imagination can the French Government claim that the American products singled out for unusually high tariff levies come under the operation of this well-known tariff principle."

Two explanations have been given for the new French tariff schedule, notes the Washington *Post:*

> "One is that the balance of trade is too largely in favor of this country, and that an effort is now to be made to bring about the consumption of additional French products in the United States. The other is that the present duties have been imposed merely for trading purposes.
>
> "Neither reason is valid. American consumers can not be forced into the purchase of French perfumes and lingerie through any such means. French citizens can not be made to refrain from buying the manufactured goods of the United States. Nor can this Government be made to grant France special rights because of the economic club with which the latter country has armed itself. Those officials charged with treaty-negotiating powers can not revise the American tariff. That function is vested, except for the discretionary power of the President under the flexible tariff act, in Congress."

The attitude of France seems the more important to some editors because it represents the state of mind of all industrial Europe. "The development of the new theory that Europe ought to be an economic unit for the protection of itself against the competition of the rest of the world, particularly against the competition of the United States, has within it great possibilities," fears the Philadelphia *Evening Public Ledger*. The international cartels or trade combinations indicated that the movements for protection had started, and the new French tariff law, continues the Philadelphia daily, "is further evidence of the determination of Europe to keep its markets to itself so far as practicable."

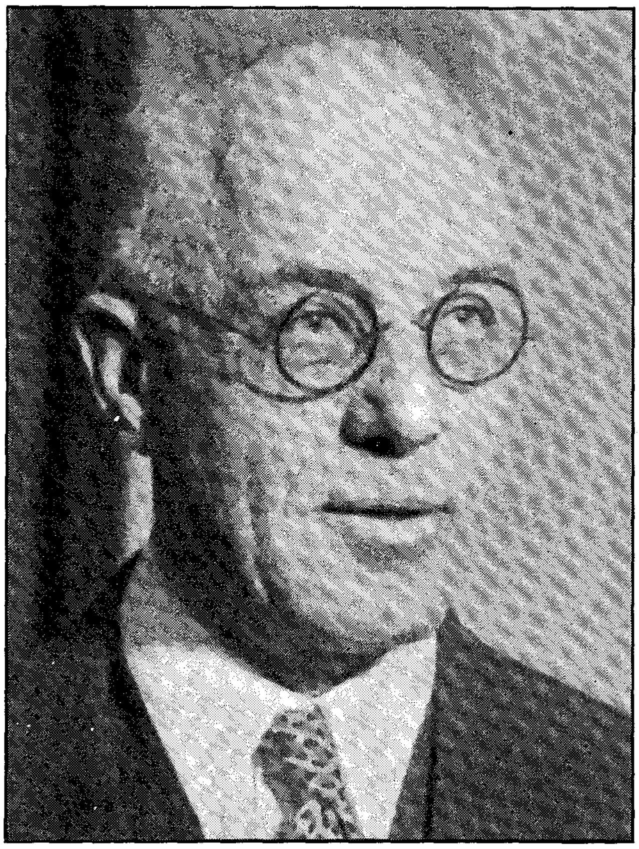
CAN YOU ANSWER THESE?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. What moving-picture magnate founded his fortune on penny arcades? (p. 38).
2. How much money was John Milton paid for "Paradise Lost"? (p. 30).
3. Why are more Canadians divorced in the United States than in Canada? (p. 34).
4. Who holds the world's record for duration of flight? (p. 15).
5. What famous character created by Charles Dickens is the central figure of a new stage production? (p. 28).
6. What possession of the British Empire was granted self-government six years ago? (p. 21).
7. Who is the father of the King of Roumania? (p. 14).
8. What country gives Mexico the most trouble? (p. 12).
9. When was the Peace Conference held? (p. 22).
10. What is the Fianna Fail? (p. 16).
11. Who is said to be the greatest genius the United States has produced in the field of pure science? (p. 23).
12. What modern Egyptian leader has been compared to Parnell in Ireland, Sun Yat Sen in China, and Mahatma Gandhi in India? (p. 20).
13. What is the Dail Eireann? (p. 16).
14. What distinguished advocate of peace through the League of Nations lately resigned from the Cabinet of the Stanley Baldwin Government? (p. 16).
15. What is the name of the British scientist who has rekindled the half-century-old controversy over the Darwinian theory? (p. 18).
16. In what country has the population been multiplied twenty-two times, between 1800 and 1925? (p. 32).
17. Where in the United States are there flourishing colonies of immigrants from Malta? (p. 21).
18. Why was the production of Ford's Model "T" car stopt? (p. 62).
19. What is the name of the Viennese artist who is gaining fame by his paintings of weird and gruesome subjects? (p. 30).
20. In what Dominion of the British Empire are the natives particularly suspicious of newcomers from Southern Europe? (p. 21).
21. What monarch once visited Paris with 100 dancing girls covered with diamonds, rubies, emeralds, and sapphires? (p. 54).
22. How many lives have been lost so far this year in long-distance flights over water? (p. 58).
23. Why does a British writer call aviation "The Great Delusion"? (p. 62).
24. What is a Mexican Indian's idea of time? (p. 50).
25. Name five famous persons who died during the past summer? (p. 14).

GRAFT "RAMPANT" IN THE DRY FORCES

THE MOST SENSATIONAL HOUSECLEANING in Prohibition, say Washington dispatches, is under way in the Treasury Department as a result of the recent statement of Seymour W. Lowman, Assistant Secretary in charge of Prohibition enforcement, that the service is honeycombed with graft; that "bribery is rampant"; that there are "many incompetent and crooked men in the service," and that on occasion his arm gets tired signing orders dismissing "crooks and incompetents." These "wolves in sheep's clothing" to the number of two hundred were dismissed in the first two months of Mr. Lowman's reign, and many others asked to resign, says a United Press dispatch from the capital. Incidentally, adds this news association, since the Lowman statement was given to the press, Secretary of the Treasury Mellon has resurrected an old order prohibiting issuance of press statements unless they are approved first by the head of the Treasury. This, rumor has it, Mr. Lowman did not do, and many are the predictions among Washington correspondents that his official head will be lopped off for it. Meanwhile, however, the housecleaning in the dry unit goes on. "But, whatever the outcome," says a Washington dispatch to the New York *Times*, "it is known that the Treasury regards Mr. Lowman's discussion of Prohibition as unfortunate, and as likely to provoke attacks on the Coolidge Administration at the next session of Congress." Mr. Lowman is quoted as saying:


Keystone View Company photograph

"MY ARM GETS TIRED"

Says Seymour W. Lowman, Assistant Secretary of the Treasury in charge of Prohibition enforcement, "signing orders dismissing crooks and incompetents." But he is convinced "that the great mass of Americans do not drink liquor."

> "The object of Prohibition is to promote temperance and sobriety. To my mind it has already done much along that line. To claim that thus far it is a complete success would be ridiculous.
>
> "There are many incompetent and crooked men in the service. Bribery is rampant. There are many wolves in sheep's clothing. Some days my arm gets tired signing orders dismissing crooks and incompetents. We are getting rid of them as fast as we discover them. Fortunately, the splendid, fearless, honest men in the service greatly outnumber the crooks.
>
> "The great mass of Americans do not drink liquor. There are two fringes of society who are hunting for booze. They are the so-called 'upper crust' and the 'down-and-outs' in the slums.
>
> "If America can be made sober and temperate in fifty years, a good job will have been done."

"This is the severest rebuke Prohibition enforcement has received since the enactment of the Volstead Law," declares the Atlanta *Constitution*. In this Southern paper's opinion:

> "One particularly grave feature is the implication that all of his dismissals have been based upon proven or suspicioned corruption on the part of the dismissed. This takes the nature, therefore, of direct indictments, and Congress is expected to call for a sweeping investigation as quickly as it convenes.
>
> "As a result of Mr. Lowman's fluent and unbridled tongue, Washington correspondents see a quick and spectacular ending of his official life. Be that as it may, there is no question as to the general truthfulness of his official statement. It is no secret that the great Prohibition enforcement organization has been saturated with corruption during its entire service.
>
> "General Andrews made no dramatic statements, nor did he seek personal exploitation, but it is known that he held the same views, and dismissed several hundred employees on this account."

"In his drive on the grafters, Assistant Secretary Lowman will have the moral support of every one who is interested in the enforcement of the Eighteenth Amendment," believes the Charlotte *Observer*, and the Washington *Star* agrees that—

> "Regardless of the views one may hold upon the moral principle of Prohibition, here is a situation which arouses the indignation of every intelligent American. The question of Prohibition may be discarded entirely. The issue is that corruption, crookedness, graft, and inefficiency exist among officers of the Government. They are morally, if not legally, guilty of treason.
>
> "There is no strength in the puerile contention that the unpopularity of a law excuses the shortcomings of those whose duty it is to enforce it. These servants of the Government have a duty to perform which has no bearing on the popularity, the right or the wrong, of the law."

A number of newspapers, however, criticize the dry administrator for being "too garrulous." This is the complaint of the Montgomery *Advertiser*, for example. And Robert R. Lane's Washington dispatch to the Newark *News* charges Mr. Lowman with other failings:

> "Nobody now knows better than Secretary Mellon and Under-Secretary Ogden L. Mills that it was a grievous mistake to put a 'lame duck' of New York State politics in the place of the vigorous and square-shooting Gen. Lincoln C. Andrews.
>
> "Whatever the failings of Andrews, he did not play politics and he did not consciously attack the morale of his own organization. Lowman has done both. The appointment of a vitriolic up-State Prohibitionist antagonized wet Republicans, and Mr. Lowman has not even succeeded in holding the sympathies and the respect of the outstanding drys.
>
> "Lowman, it appears, has not been able to forget for a minute that he is an up-State dry politician. The politician was in the ascendency over the government official when he made his bitter attack last week in Buffalo on Governor Smith, laying at the latter's door the blame for lack of Prohibition enforcement in New York. Something more vexatious to the powers-that-be must have had him in leading strings when he gave out his statement asserting that the Prohibition organization was honeycombed with crooks and corruption, and that it would require fifty years to make Prohibition effective.
>
> "This cut two ways. It displeased the drys, whose particular pet it had been hoped Mr. Lowman would be, and it has had a demoralizing effect on the army of Prohibition enforcers."

While the Washington *Post* admits that the dishonest Prohibition agent should be dismissed, it also reminds us that—

> "Unfortunately, Prohibition enforcement—functioning, as it must, in concealment—lends itself readily to the practises of the unscrupulous, and it will be quite a task to weed out all save honest, honorable gentlemen."

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TO DAM THE DISASTROUS FLOOD OF OIL

A "NATIONAL DISASTER" in the form of an exhausted oil supply and consequent high prices for gasoline is in store for the American people, declares Dr. Hubert Work, Secretary of the Interior, unless something is done to prevent the wasteful methods now in vogue in this ten-billion-dollar industry. At present, we are told, overproduction runs at the rate of a million barrels of oil a day. Gasoline is cheap. But within the last two years, notes the Dallas *News*, oil stocks have declined over $500,000,000 in value. Not only the holders of oil securities, but the owners of twenty million automobiles are therefore interested in Secretary Work's plan to protect the nation's oil deposits against waste in production, and the public against the high cost of fuel oil and gasoline as a result of wasteful methods, points out the Portland (Me.) *Express*. Dr. Work's proposal, say dispatches, is that a committee of three leading lawyers, three petroleum engineers, and three government representatives be appointed to draft a protective measure which the Federal Oil Conservation Board can endorse and introduce into the next Congress.

Secretary of Commerce Hoover, who is also a member of the Oil Conservation Board, is already on record as advocating some amendments to the Sherman Anti-trust Law to enable the oil industry to combat overproduction, and Henry L. Doherty, oil magnate, also favors legislation that will regulate oil production. On the other hand, the general counsel of a large oil concern believes that Federal legislation to control the industry would be unconstitutional. Says the Philadelphia *Inquirer:*

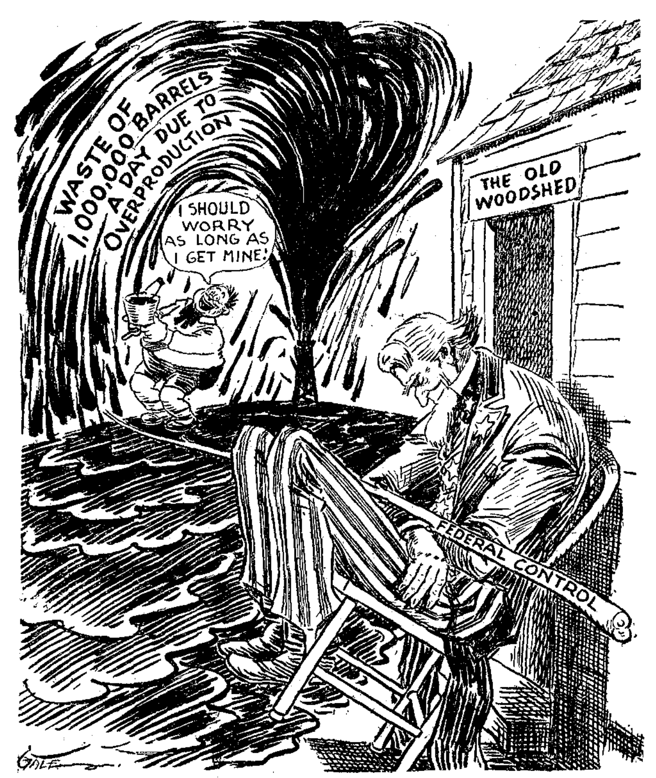
> "It is not difficult to agree with him. Private corporations produce steel. Can Congress control their business policies? The South raises cotton. Can Washington dictate what the growers shall do? Oil is a private enterprise. Wherein has the national Legislature authority to intervene?"

This is what Dr. Work said in an address before the American Bar Association at Buffalo:

> "The present trouble is not one of price, demanding regulation in terms of the consumer, but rather conservation measures to prevent overproduction and permit the stabilization of the industry that will serve all, producer and consumer.
>
> "The time has arrived when the Government should ask Congress for legislation intended to protect our oil deposits against waste in production, and the public against future high cost of oil products. Never in our national history was the need for conserving in the ground our petroleum resources more apparent than now. The day of plenty may be succeeded by the day of famine. As a nation we can not gamble with our safety.
>
> "During the life of the Federal Oil Conservation Board two great pools, Smackover and Seminole, have been developed with enormous production—production not needed and production attended by great economic and physical waste. The millions of barrels of oil thus thrown upon the market and the waste of billions of feet of valuable gas, have wrought injury upon nation and industry alike. If Federal or additional State legislation is essential as a corrective, the sooner such enactment is evolved the better. If the remedy rests with the oil companies themselves, through voluntary and whole-hearted cooperation, or through compulsory unit pool operation, or some other method, the time is preeminently ripe for action."

"This is a sensible suggestion," in the opinion of the Newark *News*. Moreover, it is time, points out the New York *American*. "This warning of Secretary Work's comes at a moment of peculiar urgency," agrees the New York *Journal of Commerce*, "because there is danger that the public will refuse to see that the conservation of oil is as important as ever, notwithstanding that the country is now suffering from overproduction." Heretofore, recalls the Boston *News Bureau*, the Oil Conservation Board has taken the position that any initiative in seeking relief should originate within the industry. But, says the Norfolk *Virginian-Pilot:*

> "The Secretary's brief to the Bar Association indicates a measure of doubt as to the possibility of effective conservation through this means. The inference is that Mr. Work is beginning to question the ability of the oil industry to set its own house in order. The Secretary's fears are not unfounded. The oil companies have been long aware of the wastefulness of the present methods of production. They ignored the need for conservation before the Oil Conservation Board issued its report, and they have continued to ignore it during the year that has elapsed since that report was made public. Meanwhile, the situation has been becoming steadily more critical. Petroleum production during 1927 has reached unprecedented proportions. Output has far exceeded demand during the greater part of the year. As a result prices have fallen and the oil companies have had the sharpest economic reminders of the need of reform. But they have done nothing. This record of inaction tends to remove all hope that the industry will ever of its own volition solve the conservation problem. A solution, if it comes at all, must be reached through the intervention of State and Federal authority."


WASTE OF 1,000,000 BARRELS A DAY DUE TO OVERPRODUCTION
I SHOULD WORRY AS LONG AS I GET MINE!
THE OLD WOODSHED
FEDERAL CONTROL
GALE

ASLEEP AT THE SWITCH

—Gale in the Los Angeles *Times*.

But Dr. Work has his critics. The St. Paul *Dispatch*, for example, holds that "the Government can not undertake the desired conservation program without affecting, even 'fixing,' prices of oil and gasoline." Furthermore, observes the Springfield *Union*, "if the Government is invited to extend its influence in behalf of the oil industry now, no complaint should be made later if it considers it its duty to intervene in behalf of the consumer of gasoline." In the opinion of the Chicago *Journal of Commerce*, the oil industry should be given another opportunity to regulate itself. Heretofore, we are told, "it has been restrained by the antiquated provisions of the Sherman Law." As the Tacoma *Ledger* explains:

> "Of course, the Government could control the production of oil on lands it owns, but that it could step in and limit production from privately owned lands would seem to be another matter. Obviously if the Government could limit the production of oil by private concerns, it could limit the production of wheat whenever there was danger of a surplus, and the same thing would be true of coal or any other product.
>
> "It may be argued that oil is of so much national importance that its production becomes a national concern. While that might be conceded, still it is possible that the courts would rule that the citizen has a right to do as he pleases with his own property so long as he does not interfere with the rights of others."

CALLES CALLS US DOWN

IS THE UNITED STATES TO BLAME for certain "deplorable acts" which have, in the last year, "hurt national feelings" in Mexico, and "hindered the peaceful development" of that country? In his recent annual message to the Mexican Congress, President Calles reports major diplomatic quarrels with no other nation except the United States; Latin-American countries have given Mexico no trouble whatever. But the "northern Colossus," as we are often called south of the Rio Grande, is difficult to get along with amicably, it seems. For more than a year the relations of the two countries have been strained, sometimes almost to the breaking point.

On the main points at issue between the Mexican and the United States governments, remarks the New York *Times*, "President Calles does not yield an inch. This leaves the matter of the oil and land laws and their administration just where it was in the last official correspondence between the Mexican Foreign Office and our State Department." Briefly, the Mexican Constitution declares that all subsoil rights in Mexico are vested in the people of that country, altho there is no question of the validity of concessions acquired by Americans and other foreigners since 1917. The right of an alien to retain ownership and possession of property acquired prior to that date, however, is denied. Nor can persons or corporations accepting the operation of Article 27 of the Mexican document, appeal for protection to their home government.

In his annual message, however, the Mexican Executive exprest the hope for a settlement of these and other thorny questions. But this hope, we are reminded by the Manchester *Union*, "was coupled with a declaration that the United States had failed to present any concrete case growing out of the oil and land laws, in support of its contentions that American property was being confiscated, and that 'indecision' on our part had had much to do with misunderstandings between the two governments." Moreover, says the Cleveland *Plain Dealer:*

> "The more we think of it, the more inclined we are to believe Calles is right.
>
> "There has been a general and inclusive complaint that Mexico was about to confiscate American property. If there have been any concrete instances of confiscation, no one has been told about it. When it has come right down to the main charge that our oil investors are about to be robbed, there is nothing substantial forthcoming.
>
> "It is a rather neat little scolding that Calles administers. It is not severe or even discourteous, and for this reason it is the more effective."

According to Mexico City dispatches, President Calles said:

> "The international life of Mexico has presented two contradictory aspects. One is our deep-seated friendship with some nations. The other is the menacing crisis produced by our jealous defense of national interests in consonance with the social evolution of our country.
>
> "We are the owners of our country. We welcome capital in good faith, but on condition it respects and conforms to the laws of Mexico.
>
> "Relations with the United States, so fundamental in our international life for obvious reasons of proximity and large commercial interests, assume, unfortunately, a character of indecision that frequently brings about disagreement and even calumny. There even take place acts which the Executive considers deplorable. These hurt national feelings which desire only constant and cordial friendship with the United States. They hurt commerce and business and hinder our peaceful development.
>
> "The fundamental difficulties with the Government of the United States center, as it is universally known, in the application of the laws derived from Article 27 of the Constitution. To date, the disagreement with Washington deals principally with the character of the aforesaid statutes.
>
> "They have never presented to the Government of Mexico evidence of concrete acts of aggression against foreign capital invested in the petroleum industry, whose rebellion and defiance of the laws are such as no independent country can admit.
>
> "As regards the application of the agrarian laws, which also have been the subject of representations on the part of the Government of the United States, the situation at times has become difficult. But Mexico has faith that a spirit of good-will and a cordial comprehension of our problems will assist the agrarian debate still pending between the two countries toward a final solution."

President Calles is not without sympathizers even among the press of the very land he is criticizing. "Whether or not one agrees with the position of the Mexican President," says the Baltimore *Evening Sun*, "his message to Congress must be accepted as unusually temperate and intelligent." "In reaffirming the desire of the Mexican Government for the continuation of peaceful relations between Mexico and the United States, and for the amicable settlement of all differences which may arise, President Calles has performed a service which is peculiarly valuable just at this time," explains the St. Louis *Post-Dispatch*. And it is timely, we are told, "because the United States is faced with the problem of choosing a new Ambassador to Mexico." In the opinion of the Baltimore *Sun:*

> "President Calles, in his annual message, reviews his custodianship of power with dignity, pride, and common sense.
>
> "President Calles speaks a language which the average man can understand when he passes over the long legal controversy with Washington, by saying that 125 out of 147 foreign companies have now complied with laws sponsored by the controversial Article 27 of the Mexican Constitution. Surely this would not be the case were the petroleum and land laws as confiscatory as they are sometimes painted."

All this, however, fails to convince the New York *Evening Post*. "How," demands this paper, "can Mexico carry out a law which on its face is confiscatory, without harming the hair of a single investor's head? Will she ignore her own law? Will she make exceptions in its application? Or will she announce that the law does not quite mean what it says?" As for "concrete cases" of confiscation of American property, *The Wall Street Journal* is authority for the statement that to recapitulate the established cases would require "many columns" of that daily. "Previous American experience with Mexican justice has not been happy," we are reminded by the St. Paul *Pioneer Press*, and the Philadelphia *Inquirer* recalls that—

> "When the confiscatory land and petroleum laws were promulgated, and an effort was made to enforce them, action was taken in the Mexican courts to defend the rights of foreign individuals and corporations. Most of these actions are now before the Mexican Supreme Court, which appears to have slumbered obediently over them.
>
> "But there was no temporizing with the consequences of an Executive campaign against the property rights of foreigners in Mexico. Paralysis has seized the oil industry and many others which were dependent on foreign investments. Federal income has been reduced to an alarming extent, and this admittedly forces a drastic reduction of the Federal budget. The economic crisis has been evident in Mexico for a long time. That financial conditions have become worse instead of better is a miserable confession by the man whose actions have been responsible for them."

"Whatever diplomatic verbiage Calles may employ in his message, the cold fact remains that Mexico has invited American capital to develop her resources, and has granted concessions, only to violate the conditions of the agreements by the enactment of retroactive laws," declares the Cincinnati *Enquirer*. This Ohio daily apparently feels as the Philadelphia *Public Ledger*, the Washington *Post*, and other critics of the Mexican Government feel, when it says:

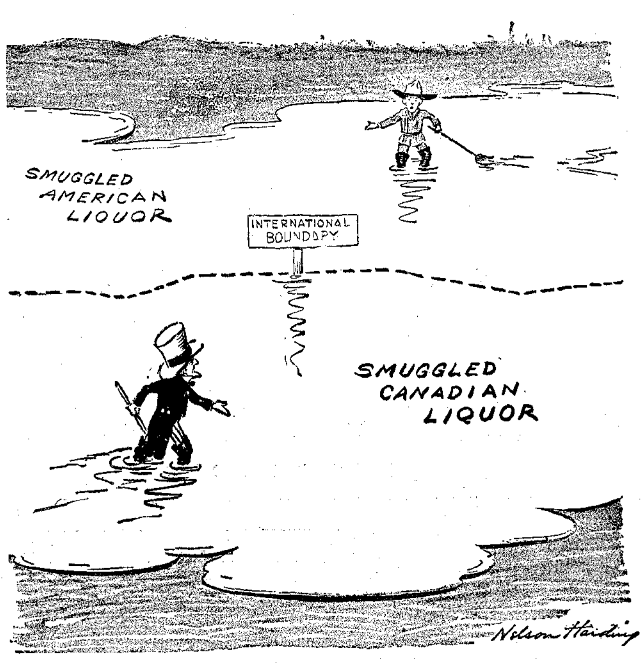
> "All the United States asks of Mexico is that capital investments in that country, made with the consent of, and often at the invitation of that Government, and under concessions for which liberal sums were paid to constituted Mexican authorities, be made safe, and be treated with the respect and accorded the protection that reputable governments everywhere concede to such enterprises."

A BORDER THAT LEAKS BOTH WAYS

ONE MORE UNFORESEEN RESULT of Prohibition is the surprizing phenomenon of a stream of alcohol flowing strongly from a "dry" country into a "wet" one. Yet that is the very complaint made by the Royal Canadian Customs Commission in its recent conference in Washington with American officials to determine on methods of stopping the smuggling of liquor both ways across the border. The American officials, we read in dispatches, had expected only to ask the Canadian officials to cooperate in stopping the leak from their side of the border; but to the amazement and consternation of our officials, the Canadians charge as bad or a worse counter-grievance against our smuggling bootleggers. The Canadian commissioners declared that American bootleggers are shipping vast quantities of diverted industrial alcohol into Canada, there to be redistilled into bootleg whisky which competes with government-controlled liquor at a much lower price. According to the allegations, denatured alcohol recooked in this country gets into the hands of distributers in Canada at about $1.25 a gallon, and, says a Washington dispatch to the New York *Times*,

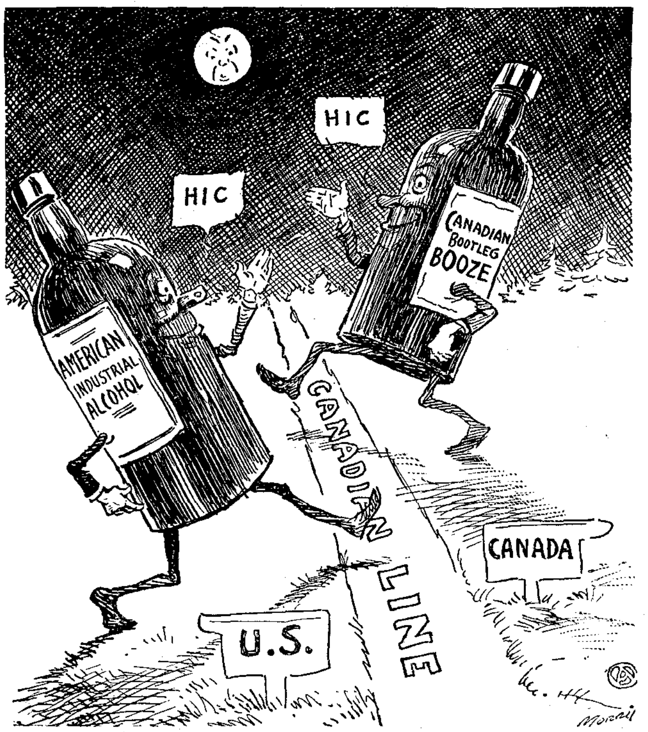
> "As the Canadian Government imposes a tax of $10 a gallon on real liquors, they contend that it is obvious the smuggled American alcohol, which pays no tax, can be marketed at a price which has a serious effect upon the legitimate trade.
>
> "While the Canadian officials are understood to have exprest willingness to do whatever they could to cooperate with the United States in checking rum-running from Canada, they felt that the problem before the conference was two-sided, and that the United States was not alone in possessing a legitimate cause for complaint against liquor-smuggling."

Indeed, according to the *Times* dispatch, some of the Canadian officials incline to the opinion that the condition faced by Canada because of American Prohibition is of more real concern than any ill-effects that the United States suffers because of smuggling of good Canadian liquors into this country. "It was stated in one quarter," says the dispatch, "that with the cheaper industrial alcohol now the basis of practically all whisky distributed by American bootleggers, the amount of real liquor smuggled from Canada was but a drop in the bucket." "So the conference," writes Carter Field in a dispatch to the New York *Herald Tribune*, "was abruptly turned from the conception of Seymour Lowman, Assistant Secretary of the Treasury, and other Treasury officials that the idea was to keep America dry, into the problem of how to keep America from forcing its illegal liquor on a friendly neighbor." "And Canada wants something done about it," says the wet New York *World* sarcastically:



MUTUAL FLOOD SUFFERERS

—Harding in the Brooklyn *Eagle*.



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NIPS THAT PASS IN THE NIGHT

—Morris for the George Matthew Adams Service.

> "You see, Canada has a curious idea about this Prohibition question. It regards it as bad business for its citizens to be dying in wholesale lots from drinking poisoned liquor. We know, of course, that this idea is all wrong. It is much better for citizens to die than for the Anti-Saloon League to suffer a single reverse. But so long as international relations are what they are we must make some gesture to accommodate Canada, whether she is wrong or not. What form this gesture will take is a question, and will probably tax our best minds at Washington."

On the day following the first of two meetings, Assistant Secretary Lowman, it is said in dispatches, started a campaign to stop smuggling of liquors and narcotics into Canada from the Detroit district, and threatened to use the rum fleet of the coast guard on Lake Huron to stop the border traffic. The border patrol, it is said, will be increased from 200 to 400 men. After the second conference the Canadian commissioners returned to Ottawa to draw up their report. "Thus," comments the St. Paul *Pioneer Press*, "is the American public presented with a foreboding glimpse of the ultimate triumph of Prohibition—a glimpse of fleets and forces guarding the borders of dry America to keep our liquor from spilling over into other lands." In these circumstances, says the Newark *News*, the philosopher who observes the trend of Prohibition "will sit back quietly and watch. He has been disposed, in the main, to the view that the more effectively Prohibition is made to prohibit the quicker will be the determination of where the country really stands on that issue. Sealing the Canadian border, if that be possible, would be one more step toward that crisis, the approach of which is hardly discernible." But, says the Philadelphia *Inquirer*, "why any Canadians should desire to patronize a dubious source of supply when they can obtain pure spirits is a puzzle—or would be if the illicit dealers were not underselling the government stores. Yet they continue to demand exorbitant prices from their American customers. This is a form of 'dumping' which it is for the interest of both countries to suppress."

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DISTINGUISHED WORLD CITIZENS WHO DIED DURING THE PAST SUMMER

WHAT HAPPENED THIS SUMMER

Told briefly for the benefit of teachers, students, and other readers returning from vacation travels and sojournings.

TO AID READERS in their efforts to realize how the events of the summer have contributed to the march of history, a brief résumé of the more notable happenings of the past three months follows. Above all else, these past three months will be memorable in the history of aviation. They have made us and all the world "air conscious" as never before. Triumphs and tragedies incident to man's conquest of the air have held our attention all summer—from the dramatic appearance of Lindbergh and the *Spirit of St. Louis* in Paris late in May, to the recent days of anxiety and despair over the fate of the latest flyers to attempt transatlantic and transpacific flights. Only a few things have happened in other realms of activity sufficiently sensational to crowd the aviators' names temporarily out of the front-page head-lines of the paper. The most important single event in American politics was President Coolidge's now-famous announcement from South Dakota: "I do not choose to run for President in 1928." Perhaps there was even wider and more sustained interest in the Sacco-Vanzetti case, which finally ended in the execution of the two Italian radicals on August 23. The Geneva Conference for further limitation of naval armament would, doubtless, have loomed larger had it not been so complete a failure. Irish politics came to the fore in the near-triumph of the intransigent De Valera faction and the ensuing party maneuvers—not yet at an end. The Chinese have gone on with their civil war, with the Nationalist forces advancing, then retreating, and again beating back their foes. There have been comparatively few great cataclysms of nature. Sacred places in the Holy Land were shattered by the worst earthquake in the modern history of Palestine, and during the summer there came the belated detailed news of a terrible earthquake in a remote province of China. The Mississippi floods were subsiding as the summer opened, and experts are still trying to estimate the damage as the farmers repair their homes and restock their farms. The once-gay capital of Vienna was the scene of a revolutionary outbreak on July 15 and 16, which was finally quelled and order restored, after 87 people had been killed and more than 200 wounded. The British Government's break with Soviet Russia last May started a lively discussion in the early summer which was revived a few days ago when the British Labor party voted to sever all relations with Moscow Communists. In the world of sport the most successful champion has been Bobby Jones, who clinched his claim to be the world's greatest golfer by retaining his title as open champion of Great Britain on July 15, and winning the amateur championship of the United States on August 27.

Among the notable dead of the summer of 1927 a score of names stand out. Our own country has been called to mourn John Drew, dean of the acting profession (July 9); Henry White, veteran diplomat (July 15); Walter J. Travis, golfer (July 31); Gen. Leonard Wood, soldier and administrator (August 7); J. Ogden Armour, meat-packer (August 16); Elbert H. Gary, chairman of the Board of Directors of the United States Steel Corporation, aged eighty-one (August 15); Wayne B. Wheeler, Anti-Saloon League leader (September 5); and Marcus Loew, theater and motion-picture magnate (September 5). Abroad, the world will miss the aged Marquis of Landsdowne, once a powerful figure in Conservative British party circles (June 4); Jerome K. Jerome, English humorist and playwright (June 14); Kevin O'Higgins, Vice-President of the Irish Republic (assassinated July 10); King Ferdinand of Roumania, who was succeeded by his grandson, Prince Michael, heir of the disinherited Crown Prince Carol (July 20); Matilde Serao, popular Italian novelist (July 25); Sir Harry Johnston, English traveler and author (July 31); John Dillon, veteran Irish leader (August 4); Said Zaghlul Pasha, Egyptian Nationalist (August 23); and J. St. Loe Strachey, English journalist (August 28).

TRIUMPHS AND TRAGEDIES OF AVIATION

It seems as tho hardly a day passed during the summer without its tale of aerial achievement or fatality, the chief interest being in attempts to fly over the Atlantic and Pacific oceans. The outline of aviation history for these three months can most easily be set down chronologically:

May 21. Charles A. Lindbergh, alone in the monoplane *Spirit of St. Louis*, won the $25,000 Orteig prize for the first direct flight over the Atlantic between New York and Paris. He reached Le Bourget field after flying approximately 3,800 miles in 33½ hours. Lindbergh was cheered, fêted, dined, decorated in Paris, Brussels, and London, winning golden opinions by his modesty, tact, and personal charm. He was hailed as our "unofficial ambassador."

May 23. Francesco de Pinedo, the Italian four-continent flyer, left Newfoundland on his way back to Italy via the Azores. He completed his tour after several mishaps.

June 4. Lindbergh left France as our Government's guest on the U. S. S. *Memphis*.

June 4. Clarence D. Chamberlin, with Charles A. Levine as passenger and owner, started from Roosevelt Field, Long Island, in the Bellanca airplane *Columbia*, after many delays and postponements. Unable to reach their destination, Berlin, they came down at Eisleben, Germany, on June 5, breaking the record for a non-stop flight established a few weeks before by Chamberlin and Bert Acosta. Later they visited many European cities, being received everywhere with notable honors.

June 11. Lindbergh reached Washington, where he was officially welcomed by the President and given many high honors. He then started his triumphal flying tour of the United States in the interest of aviation, everywhere being acclaimed with record-breaking enthusiasm, the greatest of all ovations being given in New York on the 13th.

June 29. Lieuts. Lester J. Maitland and Albert F. Hegenberger, United States Army flyers, completed the first successful flight to the Hawaiian Islands, covering the 2,400 miles between Oakland Field, California, and Honolulu in 25 hours and 50 minutes.

June 29. Commander Richard E. Byrd, Bert Acosta, Lieut. George O. Noville, and Bernt Balchen, after weeks of careful preparation, started from Roosevelt Field in the three-engined Fokker monoplane *America*. After a total flight of 43 hours and 21 minutes, most of the time through a dense fog, and after trying all night in vain to locate the Paris flying-field, the *America* was brought down in the early morning of July 1 in shallow water near the beach at Ver sur Mer, Normandy, France. The plane was slightly damaged and later wrecked by the waves, but the flyers were safe. The aviators were honored and fêted by the French Government and people during the fortnight they remained in France. Commander Byrd and his three associates, with Clarence D. Chamberlin, on July 18, returned to New York, where they received a hearty welcome and many honors. Chamberlin's flight companion, Levine, remained in France with his plane negotiating for a return air trip with various French and English pilots, but finally gave up the project.

August 1. Clarence D. Chamberlin flew from a runway on the liner *Leviathan*, carrying mail a hundred miles to land.

August 5. The record for duration of flight, previously held by Chamberlin and Levine, was broken by the German flyers Cornelius Edzard and Johann Risticz, who remained in the air 52 hours, 53 minutes and 8 seconds.

August 14-15. Two German planes started out on a transoceanic flight, but were forced to put back on account of unfavorable weather.

August 10-17. James B. Dole offered first and second prizes, of $25,000 and $10,000 respectively, for an airplane race over the Pacific from Oakland Field, California, to Honolulu, 2,420 miles. Fifteen planes entered, three flyers were killed when two contesting planes crashed during test flights, eight planes actually started, four turned back The race was won in a little over twenty-six hours on August 17, by Arthur C. Goebel and Lieut. William V. Davis in the *Woolaroc*, with Martin Jensen and Paul Schulter second in the *Aloha*. The other two planes were never seen again. They were the *Miss Doran*, John A. Pedlar, pilot; V. R. Knopf, navigator, and Miss Mildred Doran, passenger; and the *Golden Eagle*, John W. Frost, pilot, Gordon Scott, navigator. Capt. William P. Erwin, with A. H. Eichwaldt, set out in search with the plane *Dallas Spirit*, and were never found after giving out a radio distress signal.

August 25. Paul Redfern left Brunswick, Georgia, in the monoplane *Port of Brunswick*, on a 4,600 mile non-stop flight to Rio de Janeiro, and never reached his destination, tho his friends still hope he may be alive in the jungles of the Amazon or Orinoco.

August 27. Edward F. Schlee and William S. Brock left Harbor Grace, Newfoundland, in the *Pride of Detroit*, to fly around the world and break the record for travel around the globe. They flew successfully across the ocean, and then by easy stages across Europe and southern Asia, reaching Tokyo, Japan, on September 14.

August 31. The British aviators, Minchin and Hamilton, with Princess Lowenstein-Wertheim as passenger, took off from England in the plane *St. Raphael* and were lost in the Atlantic.

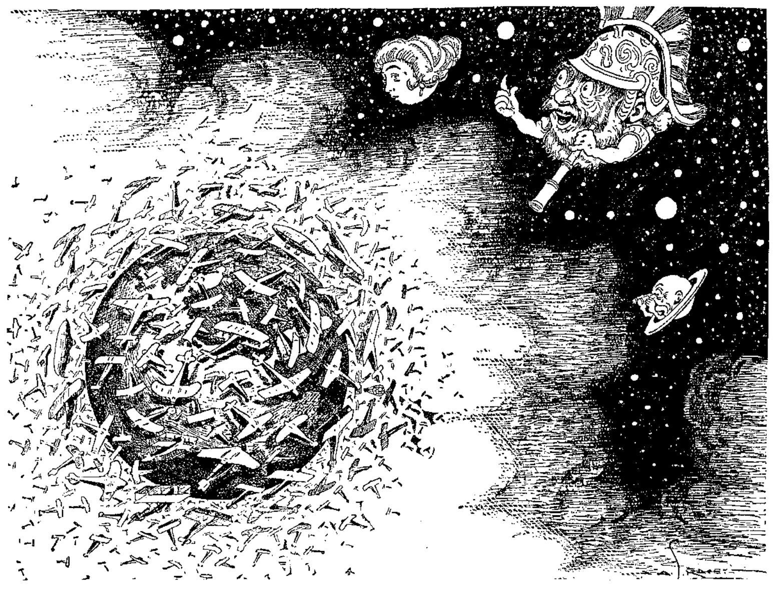
September 1. The French flyers, Leon Givon and Pierre Corbu, started on a transatlantic flight, but were compelled to turn back by fog.

September 3. Capt. F. T. Courtney began a transatlantic flight from England, but was compelled to land in Spain.

September 6. J. D. Hill and Lloyd W. Bertaud, with Philip A. Payne as passenger, took off from Old Orchard Beach, Maine, in the monoplane *Old Glory*. Five hours later they sent out a radio distress signal, and several ships hastened to their assistance. Several days afterward wreckage of the plane was found, but no trace of the flyers. Captain Tully and Lieutenant Medcalf in the monoplane *Sir John Carling* started on the 7th to cross the ocean on their flight from London, Ontario, to London, England, but were never seen again. The projected non-stop flight of Phil Wood and C. A. Schiller in the *Royal Windsor*, from Canada to England, was then abandoned.

MR. COOLIDGE'S MOMENTOUS DECISION

President Coolidge spent the summer further West than any other President ever went for a vacation headquarters. On June 15 he and Mrs. Coolidge arrived at the State Game Lodge in Custer State Park, in the Black Hills of South Dakota. There was much talk in the papers of the supposed desire of the President to win favor with the Western farmers. But all the political experts were amazed when on August 2 the President called in the newspaper men and handed them the formal written statement: "I do not choose to run for President in 1928." There was much speculation over the precise meaning of the word "choose," and there is still some belief that the President would yield to the demand of a unanimous, or the appeal of a deadlocked, convention. But as time goes by the tendency is to take the President at his word and to consider other possible Republican candidacies. The only avowed candidate for the nomination is former Governor Lowden of Illinois who will have the support in the convention of a solid group of Middle Western farm States. Other candidates are seriously discust in spite of disavowals. Perhaps the most talk has centered about Secretary of Commerce Hoover, who is said to have a strong personal organization, the support of business interests, and considerable popularity in the South due to his activities in connection with the Mississippi flood. Vice-President Dawes, a close friend of Governor Lowden, is talked of as the residuary legatee of the Lowden boom in case it expires early in the convention balloting. Ex-Secretary Hughes has said he is too old to run, but he has a strong following in the East. Speaker Longworth and Senator Borah are also considered possibilities, in addition to a host of "favorite" sons who may be presented to the convention by delegates from their respective States.



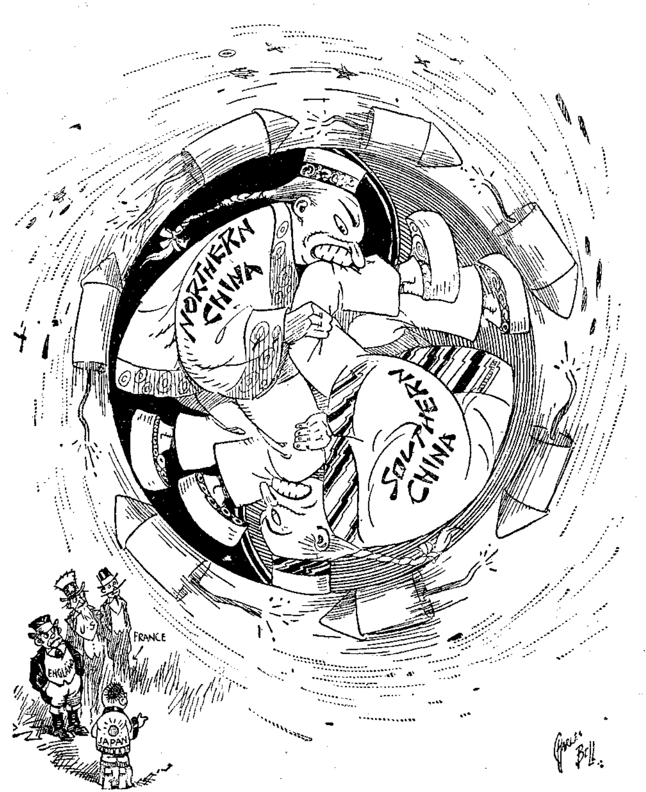
THE AVIATION EPIDEMIC

MARS: "Venus, come quick and have a look. Old planet World is all covered with flies."

—Racey in the Montreal *Star*.

THE SACCO-VANZETTI CASE

The past summer saw the climax and the end of one of the most sensational and long-drawn-out legal cases in modern history. It began with an attempted hold-up at Bridgewater, Massachusetts, on December 24, 1919, and the murder of a paymaster and his assistant in South Braintree on April 15, 1920. Nicola Sacco and Bartolomeo Vanzetti, the first a shoe-factory worker and the second a fish pedler, both radicals, anarchists, pacifists, and draft-dodgers, were arrested on May 5. Vanzetti was convicted of complicity in the Bridgewater affair and given a jail sentence. Both men were indicted for the South Braintree murder and held over until May 31, 1921, for trial. They were found guilty of first degree murder on July 14. Much contradictory testimony was offered by witnesses regarding the identification of the defendants, and their whereabouts at the time of the murder. Their fear of punishment for radicalism at a time when there was much agitation against the "Reds" was offered to account for the defendants' actions when arrested. By this time the case had attracted the attention of radical elements throughout the world, who assumed that the men were being prosecuted for their opinions, and until the very end these elements were responsible for agitation, threats, mass meetings, mobs, and bomb-throwings in various parts of the world, mostly directed against representatives of the United States. The case was continued through motions for appeal. Early in 1922 the announcement that counsel had discovered new evidence for the defense led to further postponement. Various motions were heard and dismissed. In 1924 William G. Thompson became chief defense counsel. In 1925 Vanzetti was taken to an insane asylum and later declared sane and sent back to State prison. In 1926 a condemned murderer named Madeiros made a statement tending to exculpate Sacco and Vanzetti. Motions for a new trial were made and finally denied, late in 1926 and early in 1927, first by the original trial justice, Webster Thayer, and later by the State Supreme Court. On April 9, 1927, Judge Thayer passed sentence of death on Sacco and Vanzetti. Execution was postponed twice. In the meantime Governor Fuller of Massachusetts investigated the case with an advisory committee consisting of President Lowell of Harvard, President Stratton of the Massachusetts Institute of Technology, and Judge Robert Grant. Governor and committee reported that Sacco and Vanzetti were guilty and fairly tried. Further last-minute efforts were made by counsel to secure a new trial or bring the case before the Federal Supreme Court. All these efforts were in vain; Governor Fuller refused further respite, and Sacco and Vanzetti were electrocuted on August 23.



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WHO'S ON TOP?

—Bell in the Philadelphia *Inquirer*.

THE GENEVA CONFERENCE

The conference at Geneva, called at the instance of President Coolidge to extend the limitation of naval armaments begun by President Harding's Washington conference, opened on June 20 and closed on August 4. The conferees found it impossible to agree upon a program. The United States, Great Britain, and Japan were members of the conference, while France and Italy sent unofficial observers. The general American program was to extend the 5-5-3 battle-ship ratio of the Washington conference to smaller naval craft, with a definite limitation of total cruiser tonnage. The chief snag was that the British and American delegates could not agree on a maximum total tonnage for small-sized cruisers, the British emphasizing their far-flung Empire's need for a large number of such craft. In general, the American representatives could see no reason for conceding English superiority in this respect. The conference broke up, but with many expressions of confidence in continued friendly relations between the United States and Great Britain. A belated consequence was the resignation from the British Cabinet on August 29 of Viscount Cecil of Chelwood (Lord Robert Cecil), because of disagreement with the Government's disarmament policy.

LIVELY POLITICS IN IRELAND

Irish politics have livened up during the past summer. In a general election on June 14 the Fianna Fail, or extreme Republican party, led by Eamon de Valera, won so many seats in the Dail Eireann (popular branch of the Irish Parliament) that with the help of other minority groups it became strong enough to outvote the Cosgrave party committed to the treaty establishing the Irish Free State. At first the Fianna Fail deputies refused to qualify for seats by taking the necessary oath of allegiance. On July 10 Vice-President Kevin O'Higgins was assassinated. De Valera changed his policy, and his followers decided to take the oath with mental reservations. Parliament met, and on August 16 the Cosgrave Government was upheld on a vote of confidence by the single vote of the Speaker of the House. Two by-elections held on August 24 were won by the Cosgrave ministry, which then announced that a general election would be held on September 15, preparatory to the meeting of a new Parliament on October 11.

NEW DEVELOPMENTS IN CHINA'S CIVIL WAR

At first the Nationalist (Southern, or Cantonese) wave which had been sweeping northward continued to move on toward Peking. But in the middle of June there were reports of Nationalist defeats north of the Yangtze River. The Southern or Cantonese party, it will be remembered, had been divided into two groups, the more radical element having headquarters at Hankow, and the moderates under the leadership of the principal military leader of the party, Chiang Kai-shek, being in control of Nanking. On the 23d it was announced that Chiang and Feng Yu-hsiang, the so-called Christian General, in command of supposedly Nationalist forces operating to the westward, had combined against Hankow, and had ordered the exile of the Hankow Bolshevist adviser, Michael Borodin. In the following weeks the Nationalists lost practically all the territory they had taken north of the Yangtze, and Northern armies reached the gates of Nanking. On July 28, Borodin left Hankow. On August 14, Chiang Kai-shek, who had been forced to retreat from Shantung, announced his retirement, making a plea for Nationalist unity. Early in September it was announced that the Northern drive for Nanking had been repulsed with heavy loss.

TOPICS IN BRIEF

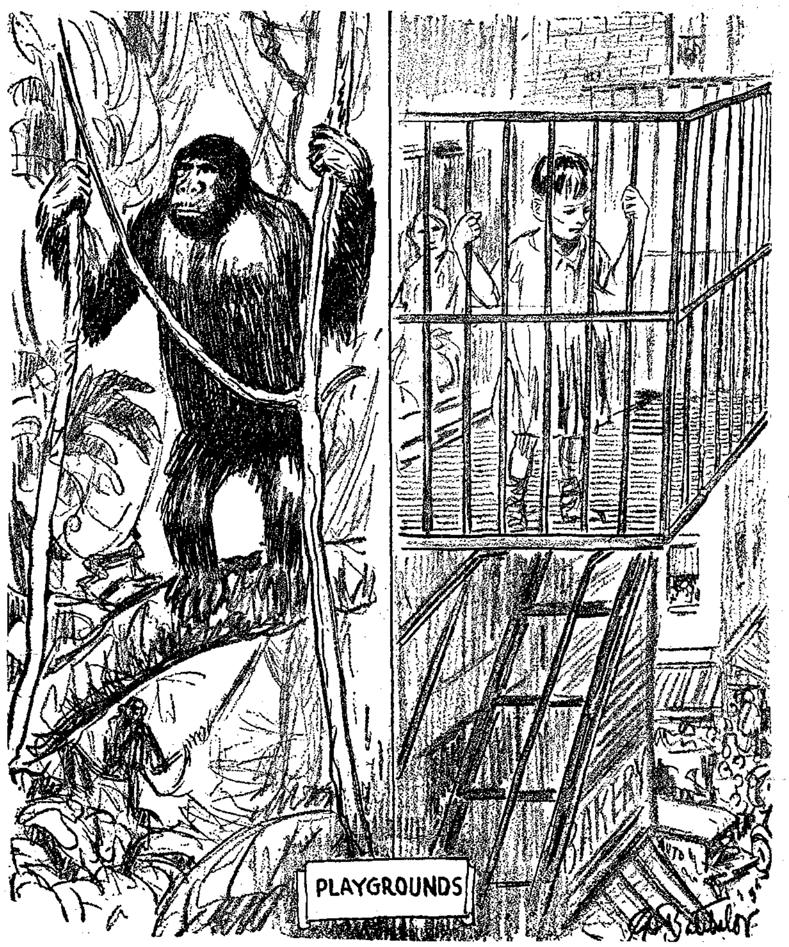
(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

Will Rogers isn't the only comedian in office.—*Council Bluffs Nonpareil.*

"Who is a Road Hog?" asks a *Daily Express* head-line. That's an easy one. He is some other motorist.—*Punch.*

This year, strangely enough, the Southern cotton planter can thank the boll-weevil for his silk shirts.—*Philadelphia Inquirer.*

The papers play up the doings of rich people, it being only natural that money should draw interest.—*Marshall County Banner.*



SO THIS IS "PROGRESS"

—Batchelor in the New York *Evening Post.*

Every day, in every way, Europe gets nearer and dearer to the United States.—*Chicago Daily News.*

On the farm the lamb does the frisking. In Wall Street the frisking is done to the lamb.—*Louisville Times.*

We're prohibited alcoholic liquor as a beverage and now look at what we've got!—*Philadelphia Inquirer.*

To regain prosperity, European nations should rely less on their arms and more on their hands.—*Wall Street Journal.*

Our private opinion is that no one is really as competent as Herbert Hoover is supposed to be.—*Ohio State Journal.*

When Dr. Nicholas Murray Butler said that there were no truly great men to-day, had he considered the husbands of some of our very prominent women?—*Punch.*

We have about decided in case we ever abandon the principles of a lifetime and enter politics, to be Mayor of New York, instead of President of the United States, so as not to have to work.—*Ohio State Journal.*

The automobile may be ruining the younger generation, but there is no question about what the younger generation is doing to the automobile.—*Nashville Banner.*

For the time being the leaning tower of Pisa is pronounced safe, but ultimately it will collapse unless repairs are made or Mussolini prohibits the tower from falling.—*New York Times.*

As a result of the recent rise in the stock of the New York National Bank, George F. Baker is reputed to be $7,500,000 richer than he was ten days ago. This shows what hard work will do for a man.—*Mobile Register.*

There are cigarets now that will stop coughs, help the singing voice and make one feel happy and contented, but we are not going to rest satisfied until some manufacturer puts one on the market that will stop hair from falling out.—*Macon Telegraph.*

Colgate professor says the perfect home will not be built until one is constructed that guarantees its occupants against annoyance and embarrassment. Something in the way of a structure to look like somebody else's home, we suppose, and fool the bill collectors.—*Philadelphia Inquirer.*

The first "We": Jonah and the whale.—*Milwaukee Journal.*

A style expert is one who can make a woman feel modest when she doesn't look it.—*Dallas News.*

The big idea is that it is a fine thing to have plenty of armament so long as it is not being used in a warlike manner.—*Los Angeles Times.*

Some day an exasperated pedestrian is going to wrap himself in barbed-wire and give some motorist the surprize of his life.—*Philadelphia Inquirer.*

Two horns for motor-cars are advocated. Is the latest idea to toss the pedestrian?—*Punch.*

We wonder if it wouldn't be possible to draft Mr. Taft and make sure of Vermont and Utah.—*Ohio State Journal.*

A practical politician is a man who shakes your hand before election and your acquaintance afterward.—*Louisville Times.*

The great advantage of bootleg booze is that a man dies before he can drink enough of it to form the habit.—*New York Herald Tribune.*

An economist makes the plaintive inquiry: "What will follow all this wave of buying automobiles on installments?" What will follow, probably, is installment buying of airplanes.—*Detroit Free Press.*

Two men have been sentenced to 300 years each in Los Angeles, and there is presumably nothing in the climate out there to prevent them from serving the full terms.—*Philadelphia Inquirer.*

Barnum said a sucker is born every minute, but he had to place the estimate that low in his day because he lived long before thousands would pay $40 a seat to see a fight.—*Beloit News.*

John Steele writes that there is a scheme afoot among the Powers to partition Turkey. It would save Europe a lot of expense if it would lay in a stock of movable partitions.—*American Lumberman.*

Scientists have confirmed the view that the sun will last another hundred and fifty million centuries. At the rate we've been using it this year we don't see why it shouldn't last forever.—*Punch.*

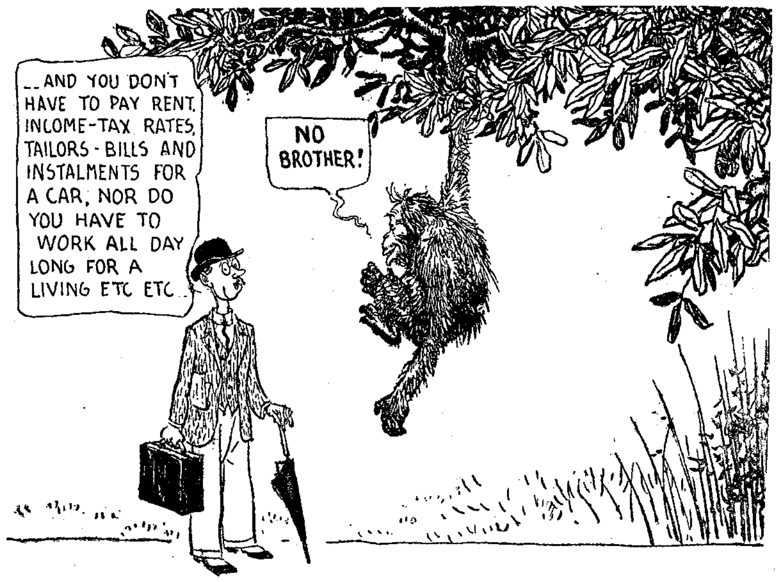
It is claimed that the tourists who went to Paris this year, if laid end to end, would bridge the Atlantic. But not all were laid end to end. Some got back to their hotels in taxis.—*Atlanta Constitution.*

It has been suggested that motor-horns and hooters should be standardized as to pitch and a more melodious note adopted. Nothing is more irritating than an unmusical motorist who knocks his pedestrian down in D-flat.—*Punch.*

FOREIGN - COMMENT

DARWINISM AGAIN TO THE FORE

"DARWIN WAS RIGHT," declared Sir Arthur Keith in his address before the British Association for the Advancement of Science, and this downright utterance has started anew the more than half-century-old controversy between those among English editors who are willing to swallow the Darwinian theory whole, and those who look upon it askance. A summary of this rather startling address, compiled by an editor of scientific training, appears on the following page. Fifty-six years ago, remarks the London *Evening Standard*, it was rather a bold person who said "Darwin is right," but now it demands at least equal courage to suggest that Darwin was wrong, or at least seriously wrong. But, just as a prudent counselor of that day would have advised the bishops against their ill-considered attack on the Darwinians, this daily goes on to say, so it might be suggested that Sir Arthur Keith might have been better advised not to commit himself to the statement that Darwin's position has become impregnable, and can never be shaken. We read then:


..AND YOU DON'T HAVE TO PAY RENT, INCOME-TAX RATES, TAILORS-BILLS AND INSTALMENTS FOR A CAR, NOR DO YOU HAVE TO WORK ALL DAY LONG FOR A LIVING ETC ETC..
NO BROTHER!

WORRIES OUR FORTUNATE RELATIONS ESCAPE

—*The Western Mail* (Cardiff).

> "When Sir Arthur Keith, speaking more specifically, declared that Darwin was 'right when he said that man, under the action of biological forces which can be observed and measured, has been raised from a place among anthropoid apes to that which he now occupies,' he committed himself to something in the nature of a false analogy. He spoke of himself as returning his verdict in the capacity of 'foreman of a jury which has been empaneled from men who have devoted a lifetime to weighing the evidence.' Sir Arthur Keith's claim to be foreman of the jury can not be disputed. He is the most brilliant of living anthropologists. But clearly the 'evidence' is largely a matter of inference.
>
> "The conclusions may be right or they may be wrong, but they are not proved in the sense that a mathematical or chemical problem can be proved. There is a legitimate field for inference, but there remains a distinction between intelligently founded conjecture and demonstrated fact.
>
> "Indeed, the ordinary man probably attaches too much importance to these speculations, highly interesting in themselves, because he regards 'science' as a mysterious something which is equally infallible in all its pronouncements. The material triumphs of experimental science cast a glamour on a great deal of guesswork in other departments. And while anthropology, in some aspects, is genuinely objective and scientific, it does in other directions deal largely in guesswork."

Because Sir Arthur Keith has boldly elected to pin his faith "to the impregnable rock of holy Darwin," the Fundamentalists the world over will rage exceedingly, remarks the London *Star*, which adds that to a layman, who merely listened in to the distinguished anthropologist, it might seem that he had reason for all his contentions. Deductively he proved his case for the descent, or to speak more strictly, for the evolution of man from an apelike ancestor, yet this newspaper points out that:

> "On the other hand, there were enormous gaps in the evidence, and our old friends pithecanthropus and the Piltdown skull were given a fancy valuation as proofs. It would be impertinent to speak of credulity in connection with a scientist of Sir Arthur Keith's eminence. Yet his bias, his will to believe, is as pronounced on the one side of the argument as that of any Fundamentalist on the other. He admits that there still are missing links. Finality is not in sight. It will take, he owns, many generations of investigators to complete the inquiry and provide the proof. This is unfortunate, for none of us will survive to hear the final verdict on the great Darwinian theory. We must therefore make the best of the raging, tearing controversy which is bound to follow Sir Arthur Keith's bold and well-documented address, which, we may add, was heard with respect punctuated with a good deal of silence."

The Belfast *Northern Whig* calls attention to some significant admissions made by Sir Arthur who, we are told, informed his hearers that modern research has shown that the process of evolution has been "infinitely more complex" than was ever suspected in Darwin's time. Thus the conception of man's transformation, it is related, which was depicted in a diagram showing "a single file of skeletons, the gibbon at the one end and the man at the other," has been completely discarded. Moreover, it is recorded by this newspaper, Sir Arthur confessed he would be misleading his audience if he suggested that finality is in sight, for he is quoted as saying:

> "'There is so much that we do not yet understand. Will the day ever come when we can explain why the brain of man has made such great progress while that of the gorilla has fallen so far behind? Can we explain why inherited ability falls to one family and not to another; or why, in the matter of cerebral endowment, one race of mankind has fared so much better than another? We have as yet no explanation to offer.'"

If such were always the attitude of scientific men, *The Northern Whig* believes we should hear less about the so-called "conflict between science and religion," and it adds:

> "The final, decisive judgment on the theory of evolution may not be delivered in our time. Meanwhile, we think its most enlightened advocates would not claim more for it than that it is a working hypothesis which explains the known facts more satisfactorily than any other. They do not assert that it provides a solution of the great questions: Whence? and Whither? It is concerned with material things, and they have to do with those of a different order. More than half a century ago a great Irish scientist, John Tyndall, held the position which Sir Arthur Keith occupies this year. The British Association met in Belfast,

> and Tyndall's address was vehemently assailed and as vehemently defended. That wordy conflict has passed into history. It is not the episode in Tyndall's career on which his admirers would choose to dwell. His reputation as a physicist is unimpaired, but it is not to his writings that men go for guidance or consolation when they are in travail of soul, wrestling with problems which are of infinitely greater moment than any that the British Association has ever considered. The true scientist is he who regards science as the handmaid of religion, not as either its enemy or as a substitute for it."

It is noted by the London *Morning Post* that the antiquity of the human species is put by Sir Arthur Keith at a million years, for around about that time the man rose out of the ape, but the ascent has been neither regular nor continuous. The Bushman and the Black Boy who have hardly ascended at all, we are reminded, are not yet extinct, while on the other hand large-brained races have flourished only to disappear. This London daily then observes:

> "We have seen in Russia how a nation may be plunged backwards from civilization into the dark ages: it has happened not once but many times, as the ruins of a score of empires testify. The Chinese, when we compare their past order with their present disorder, are seen to be slipping back toward the abyss. Humanity, if it moves forward, moves like a wave, which rises to fall back into the parent sea, or like a tide which has its ebb and flow. The optimist would be rash who should derive any assurance of progress from the ascent of man.
>
> "Whither, when all is said, does evolution lead? Not along any fixt line forward; but rather in continual adaptation to environment. Species has the properties of a fluid, and makes, like water, a sinuous course, shaped by the irregularities of the earth over which it flows, and occasionally falling into a pit. It may rush down a declivity of change, and when it adapts itself to its environment it may come to a stand and stagnate like a pond. Thus the hypothesis can not be used to justify the contention that Sir Arthur Keith, let us say, has a superior mind to Aristotle because he comes later in time, or that the Irish Free State is an improvement on the Union which it succeeds. If evolution is governed by environment, if it is in reality an adaptation to surroundings, its course may be either backwards or forwards. Even continuity finds no assurance, and if we would hope, we must still rest on faith."

If we go back to our anthropoid ancestor, or examine his modern counterpart in the gorilla or chimpanzee, remarks the London *Daily News*, and then if we ask in what respect he presents the same features as man, we shall not be told that the likeness is in his goodness, his lovableness, or even in his beauty. Surely, this journal asserts, the dog or the horse, or perhaps the robin, has nobler and more likable qualities than the ape. The peculiar distinction which the ape especially shares with man is his brain, and as that brain has become bigger and bigger, it has become the human brain, and this journal proceeds:

> "What gave the manlike ape and then the apelike man his preeminence was his cleverness, his cunning; and that, let us remember, was not a cleverness for interesting theories, but a cleverness which helped the monster to survive, which made him powerful in defeating his enemies, cunning in inventing instruments, in combining, in disciplining himself and others. How many more likable variations and more idealistic types perished by the way!
>
> "The law of the survival of the cruelly fittest—a law mercifully tempered by the constant existence of a majority less strong and perhaps more likable—had its way with the world. But for fully developed man his destiny will not be left to the chances of Natural Selection. The problem of the future is to control his evolution so that the more desirable types may survive; so that the cunning, for example, of the scientist may be used to serve the intelligence of the humanist. Already we are reaching the time when we are not even ashamed of our humble relatives; when we are proud of the clever ape, and pat him gently, if he will permit us, on the head."

Sir Arthur Keith's revelations are not calculated to rouse the wrath or horror of any modern listener or reader, according to the London *Daily Telegraph*, altho many of us probably would prefer, without any cogent reason for our preference, that man should have first appeared on earth by a special act of creation. But acquitting the scientist of having any ax to grind but that of truth, it is asserted, "we are willing to be led where truth lies even when the light hurts our eyes." Sir Arthur Keith frankly admits, we are then reminded, that there are great blanks in the geological record of our evolution. The Pliocene period lasted 250,000 years at least, and we have traced little of man but his teeth through this period, and this London newspaper continues:

> "Owing to confused thinking or complete absence of thought, it was once imagined to be something of a disgrace to have to confess cousinship with the ape. From having regarded himself as only a little lower than the angels, man was called upon to concede that he was in reality only a little higher than the beasts. In his anger he forgot that it is more honorable to have risen in status than to have descended. The man who is content to live out his life in the reflected limelight of great ancestors is of less use to himself and the State than the man who relies on no merits but his own. It is a bracing thought to believe that we survive because we have made ourselves fit to survive. Darwinism is quite definitely a gospel of optimism, and, tho it is no part of a scientist's business to do more than speak the truth, whether it be palatable or unpalatable, one can not but trace between the lines of Sir Arthur Keith's admirably lucid exposition of Darwin's theory an underlying note of great satisfaction at being able to testify to its triumphant vindication. The whirligig of time has indeed brought in its revenges. How horrified the president of sixty-nine years ago would have been if he had been privileged to be among last night's audience and hear Sir Arthur comment with scarcely disguised glee on the transformation of outlook on man's origin that had been effected by Darwin. It seems only fitting that the city in which was fired the first shot of the long battle should be the scene of the final assault."

An expert summary of Sir Arthur Keith's address is provided by Science Service's *Daily Science News Bulletin* (Washington), in which we read:

> "This eminent London anthropologist and anatomist declared that, in rendering this verdict, he spoke not in the rôle of special pleader, but as foreman of a jury that has been impaneled from men who have devoted a lifetime to weighing the evidence upon human evolution. 'All the evidence now at our disposal,' Professor Keith said, 'supports the conclusion that man has arisen, as Lamarck and Darwin suspected, from an anthropoid ape not higher in the zoological scale than a chimpanzee, and that the date at which human and anthropoid lines of descent began to diverge lies near the beginning of the Miocene period. On our modest scale of reckoning, that gives man the respectable antiquity of about one million years.' Since Darwin made his revolutionary studies, Professor Keith explained, an enormous new body of evidence has poured in. It is now possible to fill in many pages which Darwin had perforce to leave blank; it has been necessary to alter details of the narrative, but 'the fundamentals of Darwin's outline of man's history remain unshaken.' Evolution is infinitely more complex than was suspected in Darwin's time. Professor Keith exprest this by saying: 'To unravel man's pedigree, we have to thread our way, not along the links of a chain, but through the meshes of a complicated network.' As convincing proofs of man's anthropoid origin, Professor Keith cited the discovery that the blood of man and the great anthropoid apes give almost the same chemical reaction. Huxley's observation that there is no structure in the human brain that was not already present in that of the anthropoid has been confirmed by thousands of anatomists. The expansion of various parts of the anthropoid brain gave man his powers of feeling, understanding, acting, speaking and learning. Darwin's psychological observations, which convinced him that the difference between the mentality of man and ape are of degree and not of kind, have been verified and extended by modern psychologists. Despite the advances made in tracing man's past, Professor Keith declared there is much that is not yet understood. Why, he asked, did the brain of man make such great progress, while that of his cousin the gorilla has fallen so far behind? Why does inherited ability fall to one family and not to another? In the matter of brains, why has one race of mankind fared so much better than another? Such unexplained questions as these will be answered, Professor Keith believes, when the scientists utilize such sources of knowledge as the new researches upon the endocrine glands and upon heredity."

EGYPT ENTERS ON A NEW EPOCH

A NEW DAY DAWNS in Egypt, it is said, with the passing of that country's great national leader, Zaghlul Pasha, who is compared by some to such nationalist leaders as Parnell, Sun Yat Sen and Mahatma Gandhi. Others describe him as the man Great Britain "never knew quite what to do with," because whether it offered him conciliation, favors, threats, exile, prison, or simple neglect, the result was found equally unsatisfactory in English eyes. The problem of finding a successor to Zaghlul as the head of Egypt's Nationalist party is likely to prove difficult of solution, according to the Cairo correspondent of the London *Times*, who says that there is no present politician who enjoys even a fraction of Zaghlul's popularity and prestige. Fathallah Pasha Barakat, Minister of Agriculture, and Zaghlul's nephew, this informant adds, comes nearest, in the sense of being a fellah, having a close acquaintance with fellaheen needs and problems, and one who enjoys considerable popularity in the districts in which his own estates are situated, but—

Wide World photograph

"THE SPIRIT OF EGYPTIAN NATIONALITY"

Is said to have been incarnated in Zaghlul Pasha, who rose from the humble class of the fellah to be the Prime Minister of an Egypt recognized as a sovereign independent State.

> "Even so, his position, compared with that of Zaghlul, is remarkable for the striking contrasts rather than for the points of similarity. Moreover, in conference with his colleagues, Fathallah Pasha Barakat by no means enjoys the respect and deference which were accorded to Zaghlul.
>
> "The preservation of the Wafd as a political machine will certainly be striven for energetically, but the maintenance of unity among members of divergent views will prove an almost impossible task; for, henceforth, there will no longer be the strong incentive to remain, at least nominal, supporters of the Wafd which there was in Zaghlul's lifetime, when openly to break away from his leadership was equivalent to political suicide. This circumstance kept at heel many of the younger and wilder members, who, especially in later times, felt that the Wafd leader was carrying moderation too far."

With Zaghlul's death Egypt has lost its only leader, the Wafd has lost its unifying pivot, and England has lost an opportunity that may for a long time not occur again, observes the Manchester *Guardian*, which avers that Zaghlul's extraordinary, almost legendary, quality might have had the most valuable effects not only on Egypt but on England, and it goes on to explain:

> "Our position in Egypt is admittedly not permanent. We have at intervals reiterated our intention of leaving the Egyptians to enjoy the financial stability, the political constitution, and other benefits we have largely been instrumental in securing for them. But, while we could not withdraw our troops without a satisfactory settlement of the points outstanding between us, the presence of those troops, the visible signs of our great powers of influence, made any Egyptian negotiator suspect by good or ill-intentioned extremists as were the men who negotiated the Irish Treaty while British troops were in Ireland. There was only one man in Egypt whose reputation was such that we could have been sure that any settlement to which he put his name would have been honored by the majority of his countrymen. That man was Zaghlul. It would have been difficult to come to a settlement with him, but the same reasons that would have made it difficult would also have made it worth while to have overcome them."

Zaghlul was to Egypt what Parnell was to Ireland, in the view of this famous English Liberal newspaper, and it tells us also that Egypt's Nationalist party is now in the position of the Chinese Nationalists after the death of Sun Yat Sen, of the Russian Communists after the death of Lenin, of the Irish party after the loss of Parnell. The moral of Britain's dealings with Zaghlul Pasha, remarks the London *Westminster Gazette*, is that a government needs to decide quickly whether it will settle with a national hero or fight him, and in the former case, how far it will go and where it will take its stand, and it is further avowed that:

> "We learnt that after the event in Ireland, but the lesson did not avail us in Egypt until at least a great deal of time had been lost and a great deal of unnecessary heat and friction engendered. We hope that the affairs of Egypt are now in smoother water. The British people have been brought to understand that the occupation of Egypt did not, as some of them supposed, make it part of the British Empire, and that the demand of the Egyptians to recover their independence was therefore not a rebellion against British authority, but a legitimate development which we ourselves had encouraged. But the Egyptians also must remember that highly important British interests are at stake in Egypt, and that statesmanship requires them to be reconciled with Egyptian claims. The situation is not of our making; it is the result of geography and circumstances which in one aspect are highly profitable to the Egyptians and in another embarrassing and difficult for them."

A less flattering appreciation of Zaghlul and his work is that of the London *Daily Telegraph*, which says:

> "His was the tragedy of great gifts and immense power to move the multitude, unhappily allied to misdirected ambition, lack of political vision, and utter incapacity for the task of government; but we may fitly now remember what was best in him—honesty and single-mindedness in the pursuit of his aims, and an amiability of character which made him many friends even among those in positions of responsibility whose work he sought to undermine and destroy."

Despite his many obvious mistakes and his weaknesses, Zaghlul had great qualities, according to the London *Times*, which recalls that his two deportations by the British authorities left little rancor in his soul, and his British opponents recognized in him a fighter who could take as well as inflict heavy blows. Yet this newspaper is convinced that "temperamentally he was more fitted for the military leadership of a popular movement than for the conduct of international negotiations or for the handling of a delicate political situation, for at heart he was always the sturdy peasant who preferred the quarter-staff to the rapier and vehement speech to diplomatic reserve."

MALTA'S SIX YEARS OF SUCCESSFUL SELF-GOVERNMENT

A "BUSY AND ENCOURAGING PERIOD" is the description given to the six years that have passed since Malta was granted self-government. The observation is made by the London *Times* in calling attention to the fact that Malta has just emerged from its General Election in which the Pact parties—Constitutionalists and Laborites—carried the day. The small size of the Legislative Council [The Senate consists of 17 members, and the Legislative Assembly of 32] makes it possible for the Maltese legislator, says *The Times*, to enjoy the knowledge that if he can get two or three friends to join him, a new party can be born and can at once play a great part in a House of 32. It was not long before these advantages were fully utilized, we are told, and the whole of the three years since the 1924 election have been years of coalition government. We read then:

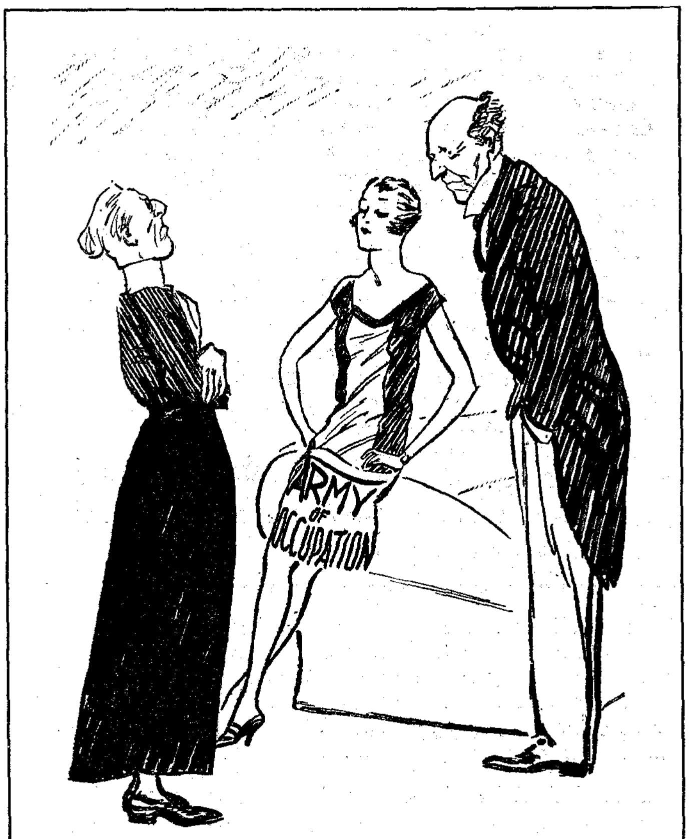
> "For Malta, the great problem to-day—a problem which each successive Ministry has to live with—is the task of finding work for all. It is far from being a new problem. More than ninety years ago Sir George Cornewall Lewis declared excessive population to be the real grievance of the Maltese. Emigration has been the great and obvious solution. Fortunately, the Maltese, themselves, the product of many different stocks, mix easily with the populations of their new countries, and take kindly to settlement oversea. What has been especially trying of late years, as compared with the nineteenth century, has been the fresh tendency of all the new countries to close their doors and show themselves chary of admitting newcomers. The United States, which has to-day large and flourishing colonies of Maltese, particularly in San Francisco and Detroit, has virtually refused to receive any more, for, under the quota, Malta's share is 200 units a year. This was only obtained after three years of effort, for Malta was originally included, not in the British quota, but in the quota for 'other Europe,' and her share of that quota was some ten units. The great countries to which the Maltese look are the other countries of the Empire, but emigration to Canada and Australia has not been free from difficulties. Tho there are to-day some 4,000 Maltese in Australia, there is a certain amount of opposition to them from quarters which are suspicious of all newcomers, particularly suspicious of those from Southern Europe."

Altho their island plays so vital a part in the naval defense of the Empire, *The Times* notes with regret that the Maltese too often find themselves treated as aliens in English-speaking countries. In the opinion of many, therefore, it seems, France and French Tunis afford the best and easiest opening for emigrants from Malta. At the same time with a population of 200,000, which is rapidly growing, this newspaper points out, there is a natural desire to increase the flow of Maltese emigrants to those parts of the Empire which need population, and it is stated that:

> "This question stands above party politics in Malta, and there is now a fixt policy by which the Government makes itself responsible for the quality of the citizens it allows to go oversea. Tho the extreme care exercised by the Malta Emigration Department—which rejects well over half of those who come before it—has kept many people in Malta who would have liked to go, there can be no question of the wisdom of preferring a good name throughout the world to the achievement of large totals of emigrants. But the problem remains. Last year more than 3,000 selected emigrants were sent off by the Emigration Department to the various countries of the world. In the same period 2,500 returned. Tho many of them brought back money and became economic assets to Malta, a much larger measure of permanent settlement abroad is plainly needed. Now ought to be the period when the benefits of earlier policy should begin to accrue. Recent events in Adelaide showed that in some places the Maltese still have to encounter a good deal of prejudice. It is charged against them in South Australia that they will not work in the country, whereas there is no work for them in the towns. In actual fact, tho the Federal Government has openly championed the Maltese, the Australian regulations are fairly strict. Not more than twenty may land from the same vessel, or in the same month, at any port. Not more than a few hundreds arrive each year. The numbers going to Canada are smaller again. But there are signs that their value as settlers is being recognized."

LORD CECIL UNDER BRITISH FIRE

IT WAS IMPOSSIBLE for Lord Cecil to remain in the Baldwin Cabinet, various English editors admit, because he had no patience with its slowness in any moves toward disarmament. And these British observers sincerely hope, now that he is free from the Cabinet's cautious instructions, that he will be able to make his independence serve the League magnificently. Last week we presented the views of the American press on this crisis in British politics; now we report what the home papers have to say. A conservative non-party organ, the London *Spectator*, can not help feeling that if Lord Cecil had been able to stay in the Cabinet he "would have had a better chance than in any other circumstances of keeping the Government up to the mark." While this newspaper notes the common French comment that Lord Cecil's resignation is "a great blow to the League," it thinks his blow was rather aimed at those who did not honor the League sufficiently, but it questions whether it is not just possible that the effects of his resignation may be different and less happy than he expected. That is what the French think, we are then assured, and "perhaps a good many of them hope." We read then:



A DOMESTIC DIFFERENCE

LORD CECIL: "Don't you think your daughter Locarno might wear a more abbreviated skirt?"

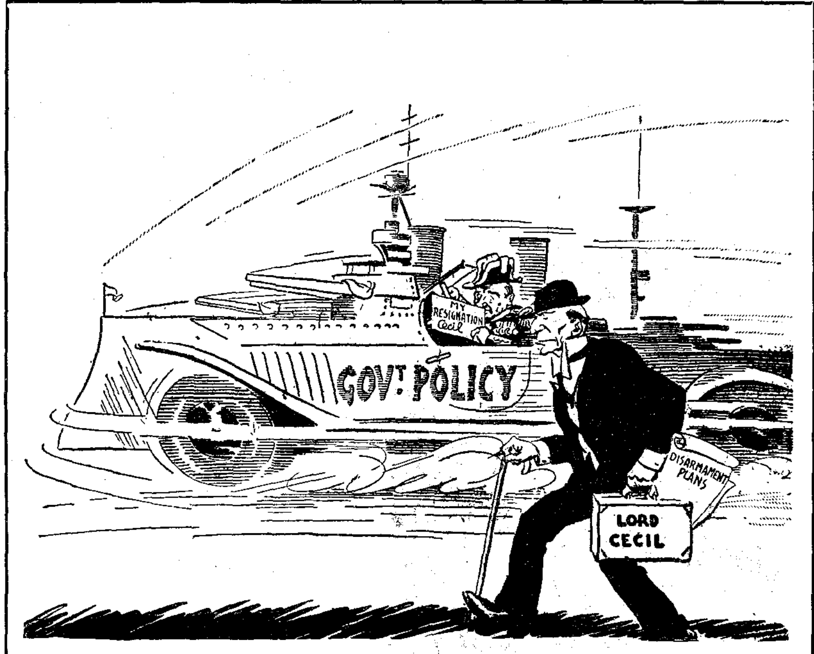
MOTHER AUSTEN: "Really! Really, if it weren't you who suggest it, Lord Cecil! Really!"

—*The Record* (Glasgow).

> "Lord Cecil deplores in particular: (1) The unconditional rejection of the Protocol [i. e. the Protocol of 1924 aimed at the prevention of war] by the Government; (2) the Government's refusal of compulsory arbitration by the Hague Court; (3) the breakdown of the work of the Preparatory Commission on Disarmament; and (4) the breakdown of the Three Power Naval Conference. When the Protocol temporarily held the field, we found a good deal that was admirable in it. In a perfect world—a world much more convinced of the virtues of the League than the world in which we live is convinced—the Protocol would be a perfect plan. Unfortunately, it went far beyond popular feeling. It gave to the members of the League a power over one another which filled many countries with alarm.

In practise the final objection to it was that most of the Dominions would not hear of it. We can not see that anything is gained by going back to the Protocol.

"The Preparatory Commission on Disarmament failed to reach an agreement, not really through any lack of encouragement from this country, but because it had the almost impossible task of applying a homogeneous set of rules to extraordinarily diverse conditions. We do not by any means despair of universal disarmament, but on the Aristotelian principle of 'first things first,' we certainly had infinitely higher hopes of the Naval Limitation Conference. The failure of that conference was a catastrophe, disguise it as we may."



THE MAN WHO PREFERRED TO WALK

—*The Daily Chronicle* (London).

The resignation of Lord Cecil is "an event rather of European than of strictly British importance," in the seeming superior judgment of the London *New Statesman*, by which is meant that "it is likely both to be taken more seriously and to be more deeply deplored abroad than here." This weekly is inclined to agree with Lord Cecil himself that "he should be able to do more useful work outside than inside this—or any other—Government"; but it adds:

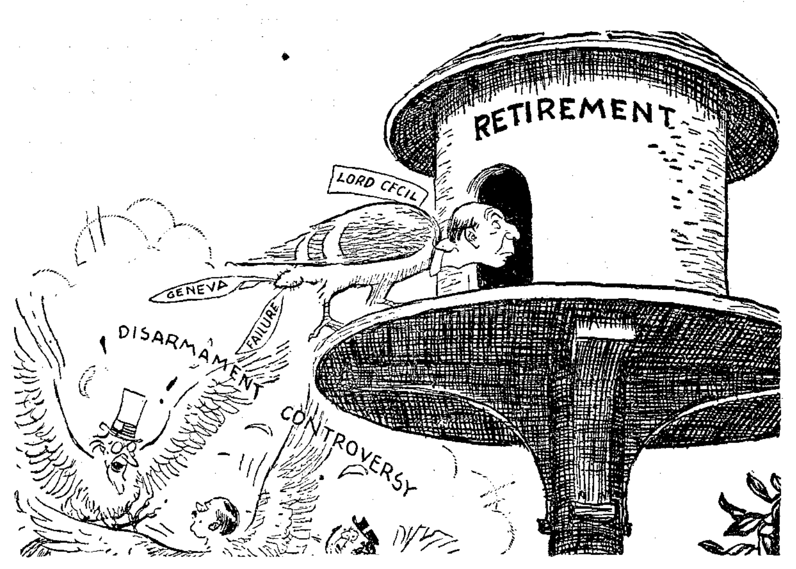
"This, of course, is by no means to say that the Prime Minister has any reason to congratulate himself on the loss of a rather tiresome colleague. On the contrary, Lord Cecil's defection is undoubtedly one of the heaviest blows Mr. Baldwin's administration has suffered since it came into power. It has long become discredited at home, it is now discredited abroad—as a government which is accused by one of its own most distinguished and experienced members of being wholly insincere in its profest devotion to the cause of international peace and disarmament. The question of how far the accusation is justified is practically irrelevant; for such blows can not be parried by argument. Lord Cecil is a prophet who has great honor in other countries; his opinion carries fifty times more weight abroad than in England, and no utterance of a Baldwin or a Chamberlain, thrown into the scale, can appreciably affect the common judgment of Europe. Great Britain—as at present governed—is now irrevocably labeled as a reactionary imperialist Power; and that is, perhaps, rather a good thing. For obviously we can not afford to retain such a reputation, and the Government, therefore, will be obliged—if only with a view to its prospects at the next General Election—to devise some concrete means of proving that it is not ardently preparing for a fresh war."

Among the Liberal press, which show more sympathy for Lord Cecil than is revealed in the foregoing comment, we find the London *Daily News* blaming the "instructions" Lord Cecil received for the Naval Disarmament Conference not so much on the Baldwin Government as on the policy of the British Admiralty which these instructions represented, and it is asserted that:

"So long as this policy is persisted in, the road to disarmament and real peace is blocked. That being so, it is obviously no good for anybody, Lord Cecil or another, to go on working for it until and unless this obstacle is removed. Other forces in Mr. Baldwin's Cabinet lent themselves, doubtless, to the support of the sort of policy which has driven Lord Cecil to resignation. It remains the fact that the policy itself is the policy of the Admiralty. Of one thing we are quite sure—and that is that sooner or later the dictation of the Admiralty will have to be boldly met and crusht. Some one had to be found bold enough to say and strong enough to insist that larger issues of national and world policy shall not be hopelessly prejudiced by the stiff insistence of the Admiralty upon its own specialist demands. Lord Cecil's action is the first real shot in a battle which can not end until the Admiralty's dictatorship is itself at an end."

Another Liberal organ, the London *Westminster Gazette*, notes that in Lord Cecil's "indictment" of British policy at the League, he cites only the movements in which he was personally involved. There is no word in it, we are told, of the Government's policy with regard to Russia and tariffs, which must have colored the background against which he worked at Geneva, and this daily adds: "Each of these represented a treachery to the spirit of the League. There is no word of the evacuation of the Rhineland upon which we have failed to keep faith with Germany." And here is a bouquet from the Manchester *Guardian* (Lib.):

"Lord Cecil's resignation deprives a government, in which mediocrity is the rule, of a Minister who occupies a very special position in the esteem of the nation. It is not merely that Lord Cecil is known as a man who has a larger outlook than that of party; he is respected as a man who has attained a reputation throughout the world by the sincerity and power with which he has striven for the ideals of the League of Nations. From the Peace Conference in 1919, which ruined or damaged so many reputations, he emerged with a character for sincerity and high purpose which he had gained in debate and conference with the delegates of all nations."



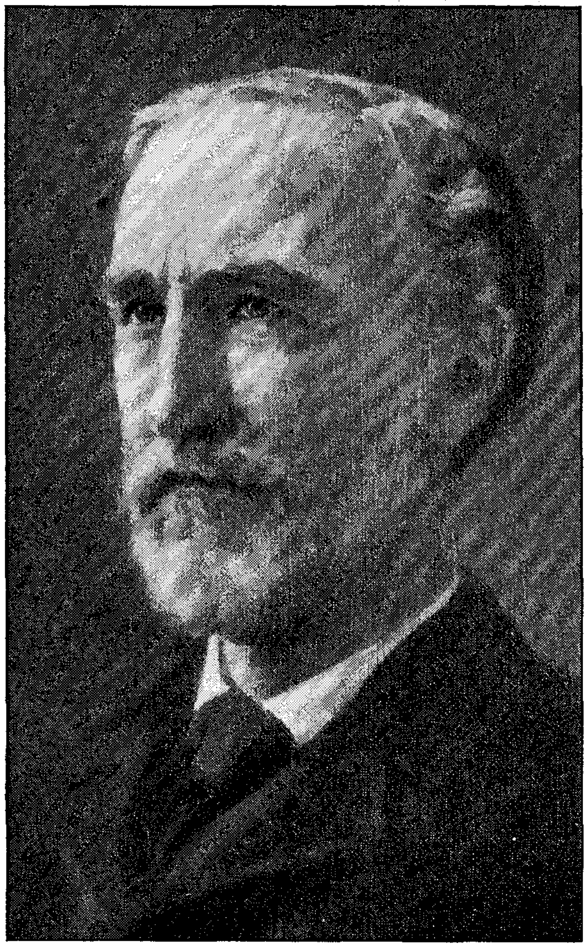
IN SEARCH OF PEACE

—*The Western Mail* (Cardiff).

SCIENCE • AND • INVENTION

AMERICA'S NEGLECT OF HER GREATEST

THAT THE GREATEST PHYSICAL SCIENTIST ever produced by our country could have remained unrecognized by his contemporaries, despite the fact that he was during his life a professor in one of our chief universities, and that his fame to-day rests chiefly on the admiration and laudation of foreign specialists, altho his work has made possible some of the greatest advances that have taken place in the chemical and metallurgical industries, would seem well-nigh incredible, were it not well attested. It is pronounced by F. W. Stevens, writing in *Science* (New York), a "notable example of what American haste and superficiality continue increasingly to be." Josiah Willard Gibbs, professor in Yale University, who is the scientist in question, invented nothing; and it is the inventor, rather than the worker in pure science, that fires the American imagination. Gibbs's greatest discoveries were in the theory of heat and its application to chemical processes, and they were of far-reaching importance; yet he attracted few pupils, and recognition came to him mostly after his death. Writes Mr. Stevens:



A LITTLE-KNOWN AMERICAN GENIUS

In the quarter-century since his death, the fame of Josiah Willard Gibbs has grown steadily among European scientists, one of whom ranks his paper on thermodynamics as "one of the mightiest works of genius the human mind has ever produced." Yet his name is probably unknown to the great majority of his fellow countrymen.

"From various parts of the world come notices and reports of meetings of societies and groups of scientific men engaged in apparently most diverse lines of investigation or industry, who, recognizing the lapse of fifty years and the changes they have brought, pause to pay superlative tribute to the intellect and accomplishment of a man who influenced so profoundly the remarkable scientific progress made during this period.

"It is appropriate to call attention at this time to some of these memorial tributes, and in particular to some of those exprest at the recent jubilee celebration held in his honor by the Chemical Society of Holland; for by quotations from them it may be realized through the words of eminent scientists the high esteem in which the most eminent American man of science is held throughout the world. By this means, too, something may be conveyed of his character, his industry, his wonderful ability for taking pains, and chiefest, his commendable lack of self-interest in research.

"In the application to life and industry of fundamental principles of science that had already been formulated, the last fifty years have been the most active and productive in the world's history, even tho they may not have been the most productive in the discovery of new ones. The result of the severe scrutiny and test of those years upon the work of Gibbs is perhaps nowhere better revealed than in the tributes publicly paid to his memory and accomplishments by those qualified to make use of and judge them.

"That so important a piece of work should remain for fifteen years practically unknown after its publication in America is worthy of much contrite reflection—for the work itself is a model of what American thoroughness joined to vision can be, while its technical and public neglect over so long a period offers an equally notable example of what American haste and superficiality continue increasingly to be.

"But some rumor of Gibbs's work finally did reach Europe; Ostwald investigated—being particularly interested in the subject of chemical equilibrium. In his autobiography, now being published, he recounts the incident quoted at the Holland celebration:

"Ottigen had already mentioned to me while I was yet at Dorpat the existence of a work on thermodynamics by an American physicist. He had referred to it as significant, but difficult to follow.

"Gibbs's paper proved of the greatest influence on my own development, for Gibbs concerned himself exclusively with energy magnitudes and their factors and avoided completely all kinetic hypotheses. By so doing he won for his results a permanence and security that has placed them among the highest products of intellectual attainment. It is a fact that up to the present time not a single error either in his formulæ, his results, nor yet—and this is the most remarkable—in his assumptions, has been found. Among scientific articles there are to be found not a few wherein the logic and mathematics are faultless, but which for all that are worthless because the assumptions and hypotheses upon which the faultless logic and mathematics rest do not correspond to actuality. In this most important respect the work of Gibbs is free from error.

"This important work of the gifted American physicist was published by me (with his cooperation) in 1892. It thus oddly came about that English and American students were obliged to study a work in German originally published but not available in the English language. Not until 1906 (thirty years after its first printing and three years after its author's death) Longmans brought out in England an edition of the few papers ever published by Gibbs. A German edition is now no longer necessary.

"Willard Gibbs was an excessively modest and reserved genius. Of his greatness—he is without question the greatest scientific genius the United States has produced—neither the citizens of his native town nor yet of America have any conception. He was to be discovered first in Europe.

"Besides Ostwald, many other Europeans participated in the jubilee celebration of the publication of Gibbs's work held by the Holland group. Le Chatelier attributed to Gibbs the rôle of creator, and designates his creation as the immense domain of Chemical Mechanics. He said:

"'This chapter of science Gibbs created and added to human knowledge where nothing had existed before; and this creation of his was so complete and perfect as it came from his hands that the fifty years that have passed have been able to add little or nothing to it. The numerous savants who have in the meantime concerned themselves with like questions have accomplished little more than a paraphrase of his work.'

"Professor Donnan, of London, whose work is one of the manifold applications of the principles formulated by Gibbs, referred to the paper of Gibbs as 'one of the mightiest works of genius the human mind has ever produced.' He said:

"'The systems with which the chemist is called upon to deal in the carrying out of industrial processes are usually of extreme complexity. During the past thirty or forty years, however, chemical science has been able to utilize, with immense benefit to itself, that part of physical science whereby the most complex equilibria can be dealt with without knowledge of the intimate "mechanisms" underlying physical and chemical phenomena. We owe the first complete and general exposition of the thermodynamics of multiple component systems to the pioneer work of Josiah Willard Gibbs in the late seventies of the last century. . . .' Donnan concludes his tribute by quoting from Sir William Pope the words, referring to Gibbs's Phase Law, 'Who would have believed thirty years ago that the Phase Rule of Willard Gibbs would to-day be an important accessory to the manufacture of a number of heavy chemicals? Yet the men who learned the principles of this seemingly mathematical abstraction as students have revolutionized a great branch of chemical industry.'

"Such quotations could be indefinitely extended; they are based upon a long and profitable personal experience leading to an ever-increasing knowledge and appreciation of the beauty, utility, and value of the work of Gibbs. It has been mentioned that the universality of the principles of heterogeneous equilibrium was fully realized by Gibbs. The extent to which they have been realized in actuality is witnessed by the great number of investigations they have inspired, and by their important results. These investigations cover the most diversified fields of human interest.

"The hearty and sincere tributes of Europe to an American scholar might suggest one basis, at least, on which international amity is secure. But international amity even on so ideal a basis is not secure the moment the practical application of pure science is made by industry, and by the industry of that nation the best qualified to make application of it. Not only was the value of the work of Gibbs in the field of pure science first recognized by Europeans—the source from which the inspiration of Gibbs was wholly drawn—it was in Europe also that it found its most extensive and efficient application. The laws of heterogeneous equilibrium are the laws upon which are based industrial synthetic processes. Commerce has become familiar with many of its products."

OVERTAXING THE DRIVER'S EYES

IN THE QUESTION of making road traffic safer (or less dangerous), the increasing tax on the vision and attention of the driver is coming to be a serious matter, says an editorial writer in *The Engineering News-Record* (New York). He asks, "are we making the eyes responsible for an undue proportion of road safety?" and goes on:

"There is a limit to the burden that can be put upon a single sense. Light signals, by day and by night, have multiplied so much that they alone monopolize the eyes of the man at the wheel. Heavy additional demands are put upon them by blind corners, side roads, and private driveways, rough grade-crossings, bad shoulders, curves of unwarned sharpness, traffic officers, and at night the glaring evil of bad headlights. This is a threatening total, quite aside from such minor distractions as guide-boards and the multitude of advertising signs. If we have not quite reached the limit of dependence on the driver's power of vision, we are very close to that limit. For a change in this state of affairs, we have to look in the end to improve engineering in the adjustment of the road to operating requirements.

"Pending accomplishment of this long-time remedial work, however, there are administrative measures by which the existing situation can be improved, for the attempt to make roads safer has so far overshot its mark that this in itself is a source of danger. First in order of urgency is elimination of those warning signals that satisfy local pride rather than safety requirements, or such as can be made unnecessary by minor change in layout or routing. Dangers at blind corners and side roads can also be dealt with in a measure, by establishing (and enforcing) a thoroughfare-stop rule. A genuine effort on the part of motor-vehicle departments to deal with bad headlights is also capable of bringing about a large improvement. Active work in such directions as these would accomplish enough to give a breathing spell, pending the attack on major problems—inadequate two-lane main roads, grade intersections, and narrow bridges with dangerous approaches. These larger tasks of safety engineering lie uncomfortably close ahead, and are formidable in the extreme. They ought not to be confused and complicated by minor troubles of readily preventable kind which place an additional tax on the road-user's keenness of vision and presence of mind."

GROWTH OF THE ELECTRIC FURNACE

THIS DEVICE, FORMERLY KNOWN only in laboratories, is now widely employed and of great value in the metal industry, according to *The Industrial Bulletin* of Arthur D. Little, Inc. (Cambridge, Mass.). Fifteen years ago, we are told, the electric steel industry was in its infancy in America, yet the United States now easily leads in capacity and output. The electric furnace has also made rapid inroads into the cast-iron industry; it produces a gray iron which is claimed to be superior to the cupola product. Alloy iron castings are now being made in the electric furnace in increasing amounts. We read further:

"During the past two years the electric arc furnace has been constructed with a view to increased energy input. Melting-furnaces have recently been constructed with a capacity for melting twenty-five tons.

"Rapid progress is also being made in the development of the high-frequency furnace, with a parallel development of high-frequency generating equipment. Owing to the flexibility of this type of operation, and the possibility of accurate control of temperature, its future is very promising.

"At present the most rapid replacement of fuel is in the heat treatment of steel, where precise temperatures are required. Electric heating may very readily be made automatic in control.

"The use of the electric furnace in non-ferrous metallurgy dates also from about fifteen years ago, but its use has become much more general than in ferrous metallurgy. The chief application is in melting; the proportion of electrically melted metal, and, indeed, the aggregate tonnage, is greater than in the steel industry. Electric annealing is not very extensively practised, but is coming extensively into use where the operations are such as press-drawing, especially where more particular or especially accurate annealing work is required.

"Electric melting is being adopted quite extensively for such special alloys as type-metal, where close temperature control materially aids in getting very sharp castings; it is almost universally used for metallic nickel, and such nickel alloys as chrome-nickel for resistances and thermocouples. Monel metal will probably ultimately be universally melted by electric heat, altho at present one-half is prepared by using natural gas for melting.

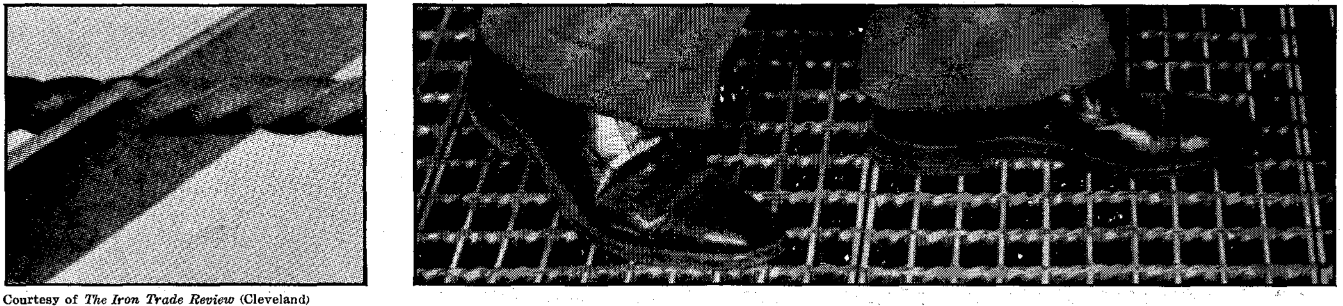
"The electric furnace dominates the field in the brass and bronze industry. More of these copper alloys are melted electrically than the whole output of electric steel. It has been estimated that 675,000 tons of brass metals were electrically melted in the year 1926.

"The saving made by electric non-ferrous melting is shown in the fuel consumption. Brass furnaces used, in the year 1926, electrical energy of the cost of $3,000,000; for the production of this energy some 40,000 tons less of fuel would be required than would be the case if fuel-fired furnaces were exclusively used. Really the saving is greater, as much electrical energy originates from water-power. In addition, losses of metal in melting are reduced by the use of electricity. It has been estimated that $2,500,000 is annually saved in this way.

"The electric energy used in the United States for melting brass in 1926 was nearly half the amount generated and sold from the Wilson dam at Muscle Shoals during the same year.

"Tungsten, molybdenum, tantalum, and thorium, in the form of compress powders, are heated in an atmosphere of hydrogen or other non-oxidizing gas, or in a vacuum, in order to sinter them and to anneal the metal previous to reworking. Thus the electric furnace assists in the manufacture of filaments for electric lamps and radio tubes.

"Electric heating is also used in sherardizing, galvanizing, and tinning, but this is a very new application."



Courtesy of *The Iron Trade Review* (Cleveland)

A GRATING THAT AFFORDS SECURE FOOTING, EVEN WHEN WET

A NON-SLIP PAVEMENT GRATING—Twisted bars will hereafter save the lives and limbs of pedestrians who might slip and fall on the ordinary type of pavement grating. *The Iron Trade Review* (Cleveland) describes a new type of steel flooring introduced by a Pittsburgh manufacturer. As shown in the illustrations the grating consists of parallel bearing-bars to which cross-bars of twisted steel are forged. We read:

"This method of manufacture not only insures a non-slip grating, owing to the fact that the ridges of the cross-bars are slightly above the level of the bearing-bars, but also provides a tight connection which eliminates the possibility of rattling. In making this type of grating, the cross-bars are welded to the bearing-bars by means of a resistance-welding process, augmented by heavy pressure. No holes or slots are cut in the bars either before or after fabrication, and therefore the finished grating has no holes, cracks or crevices to invite corrosion. The design also affords maximum light and ventilation. Grating is made by this process in nine sizes. The weight per square foot ranges from 4.17 to 22.98 pounds. Grating of each size is made in two types, with different-sized openings between the longitudinal bars. The twisted cross-bars are spaced on four-inch centers. Stair treads of various standard sizes are made of this grating. Each tread has an additional set of cross-bars placed between the two outer bearing-bars of each tread. This makes the edge of the step more visible. The grating is designed for use on stairways and steps of all kinds, for flooring in power-houses, coaling-stations, pumping-stations, boiler-plants, coal-tipples, engine-rooms, etc., as well as for hatchways and ventilating shafts, fire-escapes and landings."

HOW MANY FISH TO THE ACRE?—An acre of cultivated land will produce on the average about 140 pounds of beef and 300 pounds of pork. Our knowledge of the productiveness of similar water areas is meager, and those who suggest that such areas could be made as productive as equal areas of land have usually been considered unduly optimistic. Says Science Service's *Daily Science News Bulletin* (Washington):

"During the past summer the U. S. Bureau of Fisheries devoted several ponds at its Fairport, Iowa, station to determining how much fish an acre of water will produce. In water farming, consideration must be given to the best species of fish to use, the proper amount of fertilizer necessary to produce an abundant plant and animal life to serve as food, the introduction of forage fishes which will serve as an additional food supply for the market stock, etc. According to the U. S. Fisheries Service, a pond 3,200 square feet in area was stocked on May 4 with 300 selected blue-gill yearlings. The pond was fertilized throughout the season, the total used being at the rate of 650 pounds per acre. The vegetation in this pond was very good, but not too abundant. On October 13, the pond was drained and 257 fish of the original stock were removed, the increase in weight of these fish was over eleven pounds greater than the weight of the original 300. In addition, the pond produced 12,000 fingerlings with a combined weight of nine pounds. The computed production of fish flesh per acre from this stock was therefore about 272 pounds. Animal proteins (meat, fowl, and fish) are the high-priced items of our diet. If we are to satisfy the appetite of our growing population, we shall have to supplement land crops with water crops to a larger degree, the Bureau of Fisheries points out. Such experiments as these will in time enable us to determine more definitely the productiveness of water areas."

SUBSTITUTES FOR WINDOW GLASS

ORDINARY window glass has the disadvantage of filtering out of sunlight some of its most desirable radiation, especially the "antirachitic" rays, which prevent the disease known as rickets. That substitutes which allow these rays to pass are now available is shown by an interesting investigation conducted by the Council on Physical Therapy of the American Medical Association "to determine the efficiency of certain window-glass substitutes for transmitting the antirachitic rays of sunlight." The results, as given in a report of the council, are thus summarized in *The American Journal of Public Health* (New York):

"The materials tested were submitted by their manufacturers. Tests were made of the transmission of ultra-violet rays, and this was determined both by spectroscopic analysis and by the biologic effects of transmitted sunlight. An attempt was also made to determine what effect weathering had on the physical properties of the materials submitted.

"The article goes on to discuss in detail the materials submitted, which were Vitaglass, Cel-O-Glass, and Flex-O-Glass. The sample of Corning glass had applied to it the spectroscopic analysis but was not included in the biologic test, which was carried out on chickens. The conclusions reached as a result of this study are given in the words of the report:

"The results of these investigations encourage the belief that there are now available materials for glazing our windows which do not possess the fault of window glass in excluding the health-giving rays of sunlight. This belief is particularly engendered because the cages did not have a southern exposure and, moreover, they were of such size that the chickens were not compelled to remain in the sunlight area. A comparatively small amount of exposure to sunlight, even during the winter months, at the latitude of Boston, has a decidedly beneficial effect.

"Corning glass and the clear Vitaglass are as transparent to the visible rays as is window glass. Vitaglass is furnished also in a translucent ('cathedral') form, which is particularly suitable where privacy is desired. Celoglass and Flexoglass are not transparent, but the data presented show their comparative value for use in solariums and for animal husbandry in cases in which transparency is not essential. Both of these substances are less expensive than ordinary window glass, but the Flexoglass does not withstand the onslaught of the weather as well as does the Celoglass. The waxy coating of the Flexoglass has a tendency to soften in hot sunshine and dust may then adhere which is not easily washed off. This material is primarily intended, however, for use in animal husbandry to provide protection in winter. During the hot summer months it may be removed and in the fall reinstalled."

THREATENED EPIDEMIC IN FLOODED DISTRICTS—Pellagra, the poverty disease that visits the South when times are hard, is expected to exact its toll from the States inundated by the flood, we are told in Science Service's *Daily Science News Bulletin* (Washington). Foreseeing the possibility of a grave epidemic of this disease, which is caused by insufficient food, the U. S. Public Health Service has detailed its dietary expert, Dr. Joseph Goldberger, to the flood area to make a preliminary survey of conditions among homeless survivors. A relief program will be built up to check wide outbreaks such as have always afflicted the South in times of economic depression. We read:

"Pellagra is caused by a faulty, unbalanced diet, and the ammunition to be used against it is food. Fresh lean meat, milk, cheese, green vegetables, and eggs taken regularly are both the cure and the preventive for this disease. Some investigators have thought that pellagra was caused by a germ, but tests made by Dr. Goldberger have proved that it is due to diet alone. 'The three M's, meat, meal, and molasses' are its commonest cause in the estimation of the Public Health Service experts. In the Southern States, when times are hard, fat meat with corn-meal and molasses are the principal foods of many people. If they continue to live on this diet for any length of time, they are very likely to become weak and nervous, have indigestion and break out with an eruption that at first looks very much like sunburn. The worst epidemic occurred in 1915, just after the outbreak of the European war, when cotton could not be sold and business in the South was at a standstill. In 1917, when the rise in food prices began to affect the tables of the South, there was another aggravation. While doctors know that proper food will cure pellagra, they are unable to tell just what factor in an unbalanced diet is the cause. Dr. Goldberger believes that he has found what he calls a 'dietary factor P-P' that is present in fresh milk, yeast, and fresh beef, that will prevent the disease. While it may be a vitamin, it is not identical with any of the vitamins hitherto discovered. Dried yeast, which is believed to contain this element, has proved very satisfactory in treating severe cases."

TRYING TO REACH ABSOLUTE ZERO

TEMPERATURE IS DEPENDENT upon the velocity of molecules, and the point at which all motion ceases is reckoned as absolute zero, which is minus 459.6 degrees Fahrenheit. Repeated efforts have failed to explore the mysteries of this extreme temperature. The late Prof. H. Kamerlingh Onnes, of Leyden, Netherlands, came within one and one-half degrees of attaining it, and Dr. C. W. Kanolt, of the Low-Temperature Laboratory of the Bureau of Standards, in liquefying and solidifying hydrogen, reached the lowest temperature recorded in this country—22 degrees Fahrenheit above the point where molecules are at a standstill. We quote from an account contributed by S. R. Winters of *Tycos* (Rochester, N. Y.):

"'The accepted belief that all matter would cease to exist at absolute zero is a popular misconception,' declares Dr. Kanolt. 'Some very simple forms of life can exist at very low temperatures. For example, a fish may be frozen alive and restored to normal condition without injury, provided both the freezing and thawing processes are applied gradually. By the same token, it is reasonable to assume that a fish could be subjected to the extreme cold environment necessary to the production of liquid air without sacrificing its life.'

"The late Prof. Kamerlingh Onnes discovered some very striking things as he approached within a few degrees of absolute zero. Notably, it was observed that the electrical resistance of certain metals completely disappeared. For example, lead, tin, mercury, and some other metals, which ordinarily offer a well-defined resistance to the passage of electricity, permitted its flow without the slightest hindrance when these substances were exposed to the border-line of absolute zero. A ring of pure lead was made, and after first cooling it at the extreme cold necessary to produce liquid helium, an electric current was set up around the ring. The source of the current was then completely removed, and yet the current continued to flow around the ring as long as the latter remained cold. For a period of six hours the electricity was present, and its activity had not diminished perceptibly. Had this lead ring remained extremely cold, the current would have continued to flow for at least two years. The Low-Temperature Laboratory has just installed equipment for producing liquid helium, an achievement heretofore unattained in the United States. The manufacture of this liquid gas is accomplished at about 8 degrees Fahrenheit above absolute zero, which is approximately 14 degrees colder than the temperature required in producing solid or frozen hydrogen. Under the direction of Dr. Kanolt, the Laboratory developed a successful method of manufacturing liquid hydrogen in quantity, thus rendering it possible to produce it on a commercial scale, should industrial uses be found. Briefly, the improved method consisted of discovering a method of ridding it of impurities. By virtue of this method it is possible to prepare and compress large quantities of hydrogen in such a pure state as to render the liquefying of it not difficult."

THE AURORA AND THE RADIO

THE AURORA IS MERELY a visible effect of, or at any rate is closely connected with, a reflecting layer in the atmosphere. Aurora bands or waves are just waves in this layer made visible by the electrical discharge. When the atmospheric billows assume certain positions and directions of movement they may reflect radio waves so as to cause "fading." This, at any rate, is the hypothesis advanced by Austin G. Cooley, radio-operator of the *Sachem*, one of the vessels of the last MacMillan arctic expedition, from observations made on that trip. He has named his hypothetical auroral layer the "Sachem layer," after the vessel on board of which he made his investigations. Our quotations below are excerpts from an article contributed by him to *Radio Broadcast* (New York). Writes Mr. Cooley:

"Some relation exists between radio fading and other phenomena such as air pressure, temperature, humidity, aurora, etc., but no generally accepted hypothesis or evidence has been advanced that definitely ties these phenomena together.

"During the 1926 Rawson-MacMillan subarctic expedition efforts were made by the writer to find a relation between the aurora and fading. The *Sachem* (one of the two boats on the Expedition) was outfitted with radio equipment. The writer was the operator, and was thus able to make the studies which are outlined in this article.

"Every effort was made to collect information that would prove valuable in determining what relation, if any, existed between aurora and radio fading. It was possible to collect only a fraction of the information that might be useful, but sufficient was observed to point out a possible solution to one of the mysteries of radio fading.

"It was not until the expedition arrived at Saglek Bay, Labrador, that anything definite could be determined regarding the aurora. Fortunately the displays at Saglek Bay were unusually strong and the weather perfectly clear.

"Here it was soon found that some association existed between the aurora and fading, yet there were times when the signals were absolutely unaffected during strong displays. After watching the aurora and signals for a little over an hour, there appeared to be some relation between the location of the aurora and strength of signals, but it was all very puzzling. At times the sky would be completely covered with aurora, yet the signals came through nicely, while at other times the signals faded out completely when only a very small amount of aurora was visible.

"While at sea the night after this display at Saglek Bay, further observations were taken, but under quite different conditions. The aurora formed in long bands on the northern horizon, then moved across the skies to the zenith. The relation of the aurora bands to radio fading appeared very definite. When the bands were between 10 and 30 degrees above the horizon, the signals coming from the opposite direction to the aurora faded out completely. When the bands were more than 45 degrees above the horizon, the signals were not affected. The actual intensity of the aurora seemed to have little or no effect.

"Before trying to account for the fading, it probably would be interesting to consider a few of the definite cases. It was found that the European commercial short-wave stations were the last to fade out, their direction being a little south of east. Station KEL, near San Francisco, generally came through, even when all the other stations on short waves had faded out completely.

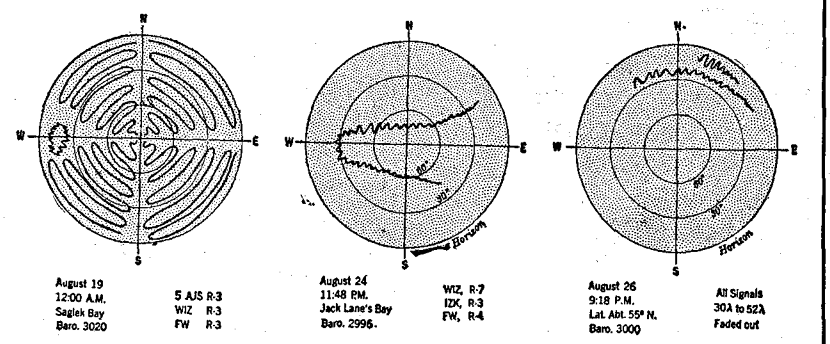
"The schooner *Morrissey* of the Putnam Expedition, which was about a thousand miles to the north of us, operated without difficulty in communicating with a station near Chicago. The *Morrissey's* signals were received with normal intensity on the Labrador coast when the aurora was very strong in his direction, but his signals faded out when the aurora was confined chiefly to the southern horizon.

"No fading effects were noticed on wave-lengths above two thousand meters. No static noises were noticed at all during any of the aurora displays, and all was quiet except for noises caused locally aboard the ship.

"The physics of light seems to play an important part in the phenomena of radio-wave propagation. Considering that radio waves are the same as light-waves except for the difference in length, we may expect them to behave similarly. Short radio waves may be reflected in the same manner as light-waves, and may be refracted as light-waves are when passed through a prism or lens.

"A radio wave is known to follow two paths: one along the surface of the earth and another into the higher atmospheres. Some of the waves taking the latter course appear to be reflected back to earth after they reach a certain height. The medium which causes this reflection is known as the Kennelly-Heaviside Layer, and its height has been determined to vary from 100 to 500 miles, depending upon the time of day and the season."

If a medium is placed over a receiving station so that the radio waves coming down from the Kennelly-Heaviside Layer are reflected, the receiving station will be completely shielded except for that portion of the radio wave which travels over the surface of the earth. Assuming that such a shielding medium does exist under certain conditions if the radio wave strikes at an angle greater than what is called the "critical angle," the wave will be totally reflected; otherwise it will pass on through to the receiving station. To quote again:



HOW THE AURORA WAS LOGGED

The observer is supposed to be situated at the center of the circle and if some aurora is noted in the northern sky at an angle of somewhat less than 30° with the horizon, then some lines to indicate it are roughly drawn on the sketch between the horizon and the 30-degree circle. Such conditions existed when the right-hand sketch was made, the effect on radio signals being noted below the drawing. The center sketch shows aurora of a somewhat different form while the left-hand sketch indicates that the sky was, at this particular time, completely covered with bands of aurora, while a small cluster was also seen in the west.

"If such a layer as suggested above does exist, it is most likely that its surface will be irregular and probably appears as waves that continually move due to slight disturbances.

"The work of Dr. Taylor and Dr. Hulburt appears to indicate that the Heaviside Layer at night on the Labrador coast would be considerably over a hundred miles above the earth's surface. It appears that the aurora occurs on the surface of the Sachem Layer. The aurora has been found to average about sixty miles in altitude.

"The changes of refractive index at different altitudes cause light-waves to be reflected and bent so objects at a distance may be seen. The images are known as mirages. The causes are variations in air-pressure and temperature. From studies made with light it is found that the refractive index increases as the air gets colder. If there is a sudden drop in temperature in the upper atmosphere, we will have proper conditions for a reflecting medium that would reflect all waves striking at less than the critical angle.

"At the irregular boundary line between the cold and warm air, the light-waves are bent, or refracted, so as to give the wave appearance. With the air-pressure as high as it is at the earth's surface, only a small change in temperature is necessary to produce these visible waves, but where the air-pressure is less, a considerable change in temperature would be necessary to produce an appreciable effect. It was noticed that the fading effects that might be attributed to the Sachem Layer, only occurred when the air-pressure was high.

"The investigations made on the Expedition appear to connect closely with the above hypothesis of the Sachem Layer in remarkable detail. Mirages and aurora appeared only as associated phenomena, and not the direct cause of fading. The aurora followed along the crest or high part of the Sachem waves. Because the waves were marked by the aurora, it was possible to tell just when signals would come through and when they would suffer reflection.

"When the waves were very flat, the aurora appeared to fall from their crests into the troughs. This resulted in the entire sky being covered with aurora but, because the waves were rather flat, the radio waves were not subject to as much total reflection.

"Since the inertia of the body of the Sachem Layer is very little, it is possible for the waves to travel at a very high speed. Judging from observations made in Labrador, it appeared that the waves traveled from five to thirty miles per minute. The major waves would undoubtedly be surfaced with smaller waves, as is the case with ocean waves. The smaller, or minor, Sachem waves can cause additional fading that would appear more rapid.

"It is also interesting to note that radio communication is chiefly affected in the north and south directions during aurora displays while land wire and cable communications are affected in the east and west directions, due to potentials generated in the earth, probably by the swinging magnetic fields.

"It is difficult to say whether the aurora causes the Sachem Layer and waves or whether the Sachem Layer and waves cause the aurora, but it seems certain that they occur at the same time and are dependent upon each other. The Sachem Layer may produce the proper conditions so that, by means of the magnetic field revolving with the earth, high enough potentials may be produced to cause an electrical discharge along the layer in places where the proper pressure exists. Such an electrical discharge would tend to put a load on the earth's magnetic field and distort it. This may be the answer to the swinging of the compass as the aurora bands pass overhead.

"As mentioned before, a change of pressure or temperature will cause change in refraction. It also varies with different gases. A possibility exists that the change at the Sachem Layer may be due to a gas change. If this should be true, it is quite likely the gas responsible is nitrous oxid.

"In 1912, Mount Katmai in Alaska erupted. A large amount of sulfur dioxid gas escaped, and was so strong 400 miles away, that enough dissolved in the rain to bleach cloth. Radio communication was impossible for a number of days, even over a distance of a few miles. Apparently even the earth waves suffered such reflection that they were unable to travel any distance from the transmitter.

"It is hoped that the information and hypothesis advanced in this article will encourage other investigators to work along lines to prove or disprove all that is claimed here, so that more of the factors influencing radio fading will soon be known."

"SEEDS" OF RADIUM FOR TREATING CANCER—New hope for sufferers from certain forms of cancer heretofore regarded as incurable was held out by Dr. Joseph Muir of New York recently at a demonstration before the Cancer Research Congress in Vienna, of a new type of radioactive "seed" for implantation in diseased tissues. Says the Vienna correspondent of the New York *Times:*

"While Dr. Muir said his method was of too recent development to claim permanent cures, he express confidence that it would 'prove more efficient in destroying the malignant process than the hit-or-miss methods which were all that were possible under the old conditions.' The seeds, each no larger than the head of a pin, contain radon, a radioactive gas far less costly than the forms of radium previously employed, and therefore may be made available to practically every sufferer. The containers, he explained, are so devised as to overcome two great drawbacks which have heretofore lessened the usefulness of the method—burning, with subsequent necrosis of the tissues exposed to the radium, and the necessity of leaving the seeds permanently in the radiated area. The new seeds are screened with platinum, which cuts off all caustic rays, and attached threads make it possible to withdraw the containers as soon as their usefulness is ended. The seed particularly lends itself, he said, to treatment of cancer of the esophagus, one of the most deadly of all forms of cancer. Dr. Muir was for several years physician-in-chief at the New York Throat, Nose, and Lung Hospital. Abandoning the field of medicine for a few years, he served as Consul-General at Stockholm and later as Secretary of the Legation to Norway and Sweden. Returning to medicine, he has devoted himself to radium therapy. On leaving Vienna, Dr. Muir will take his 'seeds' to cancer centers in Berlin, Paris, and London."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

MR. PICKWICK VENTURES ON BROADWAY

"ALL-WOOL DICKENS, yard upon yard," is one New York critic's comment on the three-act comedy, "Pickwick," which is "braving the callous snubs of Broadway" at the Empire Theater after a season on the road. "A slow, lumbering stage-coach, freighted with laughter and fond memories," another calls it, adding that he found it "heart-warming and delightful." Some of the praise is of the mixed variety, and one or two critics intimate that they found the play dull, tho all agree in praising the acting and setting. Percy Hammond, the dramatic critic of the New York *Herald Tribune*, doubtless lets out the secret of the Broadway view-point when he says: "To 'The Play's the Thing' crowd, and to the 'Abie's Irish Rose' set, it probably was a bore. It certainly was to me." Granting, however, that "Pickwick" lacks the kind of condiments demanded by an ultrasophisticated taste, the general verdict is more nearly exprest by J. Brooks Atkinson, the New York *Times* critic, who says: "After the exciting vulgarity of most of our popular plays, the good humor and good taste of 'Pickwick' are delightful."

Photograph by White Studios

MRS. BARDELL IS DEEPLY AFFECTED—AS USUAL

The actors in this scene are left to right: John Cumberland (*Pickwick*), Hugh Miller (*Jingle*), John A. Regan (*Jailer*), and Katherine Stewart (*Mrs. Bardell*).

This is the first dramatization of Dickens we have had since the war, and "the first try at the 'Pickwick Papers,'" as Alexander Woollcott reminds us in the New York *World*, "since the lamentable musical comedy of twenty years ago wherein none other than the towering De Wolf Hopper struggled to achieve a cherubic benevolence in the leading rôle." The new play is the joint work of two Dickens lovers, Cosmo Hamilton and Frank C. Reilly—the latter also the producer—and the title rôle is played by John Cumberland in a way that makes *Mr. Pickwick* lovable even when he goes hunting in a wheelbarrow. As for the supporting company, its size moves the New York *Sun's* critic, Gilbert Gabriel, to declare:

> "You'll need a Dickens Dictionary to discover a character of 'Pickwick Papers' who has not been lassoed and lugged up to inhabit the stage; *Winkle*, the *Wellers*, *Snodgrass*, the *Wardles*, *Jingle*, *Buzfuz*, *Mrs. Bardell*, and the rest of them, are there. Their list is so large, their dress and make-up so correctly reminiscent, you may find yourself wondering whether they are not all in charge of another Dickens creation, *Mrs. Jarley*, she of the wax-works."

Not that the acting is wax-figurey; not at all, for the critics quite generally agree that, as *Sam Weller* would say, the acting, even of the minor characters, is "werry well done, sir." The reference is rather to their numerosity and to the lack of continuous dramatic movement. These points are dealt with in a friendly critical tone by Mr. Atkinson of *The Times*, who calls the play a series of flavorsome incidents strung upon a rather tenuous thread of story, but continues:

> "The scenery, the fine old furniture, the perfection of the details, the costuming, and the exact casting of the fifty-five parts bring something of old England to earth again. Here it all is, personified and recreated, just as one imagines it from the racy, facile pages of Dickens. And Bruce Winston's caricature of the rotund, flabby *Sergeant Buzfuz*, trying the *Bardell* case against *Pickwick*, has an immortality of its own. All the comic grandiloquence, absurd pathos, and charlatanry of that scene Mr. Winston communicates with rare gusto in acting that swings and bellows."

Mr. Atkinson also gives us this summary:

> "The play begins at the White Hart Inn on the eve of the great Pickwick peregrination. In a loose and diffuse first act the Pickwickians are introduced, *Sammy Weller* reads his poetic love-letter, *Jingle* nearly makes off with *Miss Wardle*, *Tony Weller* draws out his genial philosophy of 'widders.' After the first act, the panoramic drama takes *Pickwick* through his fatal misunderstanding with the *Widder Bardell*, to the hilarious courtroom trial, to dank Fleet Prison, and finally out to the Manor Farm at Dingley Dell for a friendly reunion.
>
> "One scene enacts the famous shooting party where the 'most excellent warm punch' leaves *Pickwick* sound asleep in a wheelbarrow, drest in the stubby tight clothes appropriate to such an occasion. Another reproduces the ruddy glow of an English

Christmas from ragged carol singers outside to mistletoe follies, dancing and singing. In all these scenes the direction preserves the well-born dignity of England one hundred years ago.

"All the players fit their parts. Most of them honor their parts with studious, well-spiced acting. Mr. Miller's staccato *Jingle* is a triumph of expressive acting over a trick of literary style. Mr. McNaugnton's *Sammy Weller* is a constant pleasure of shrewd facility and ingenuity. Miss Stewart's acting of *Mrs. Bardell* communicates the crafty respectability of a Goswell Street landlady. Here are *Nathaniel Winkle, Esq.; Augustus Snodgrass, Esq.*, and *Tracy Tupman, Esq.*, done to a turn. Mr. Cumberland's gentle manner, his uncertainty and charming innocence, make *Pickwick* an ingratiating old gentleman."

On the other hand, John Anderson, of the New York *Evening Post*, thinks that the humor of Dickens has evaporated on the way to the stage; and that *Mr. Pickwick* becomes "virtually a non-resident member of his own club, a mild little fat man, dim and not only ineffectual but uninteresting." A playgoer to whom this opinion was shown dryly remarked that on the second night, when he was present, the universal laughter over *Pickwick's* predicament in the fond clutches of *Mrs. Bardell* left one woman in the audience so hysterically amused that it seemed for a time as if she might have to leave the theater. So opinions differ.

"Pickwick" is a plum pudding for those who love their Dickens, Alan Dale tells the readers of the New York *American*, "but for those who do not love their Dickens—and deplore it as we may, the woods are full of 'em—it is nothing but a pageant, meaningless and cryptic." As he left the theater, Mr. Dale says, he heard a wily first-nighter remark to his pal: "I never took much stock in them Shakespearean characters." Mr. Woollcott of *The World* also casts an anchor to windward by remarking that the new play "may well seem something of a narcotic to those youngsters who have always understood that Pickwick was a kind of candy"; but to those of us who are "sufficiently decayed," he adds, "this dramatization evokes a kindly procession of fantoms." The only fault he finds with Mr. Cumberland's *Pickwick*, a character "fairly misty with benevolence," is that it seems at times "a bit tricksy, just a wee bit cute: Mr. Pickwick was never that."

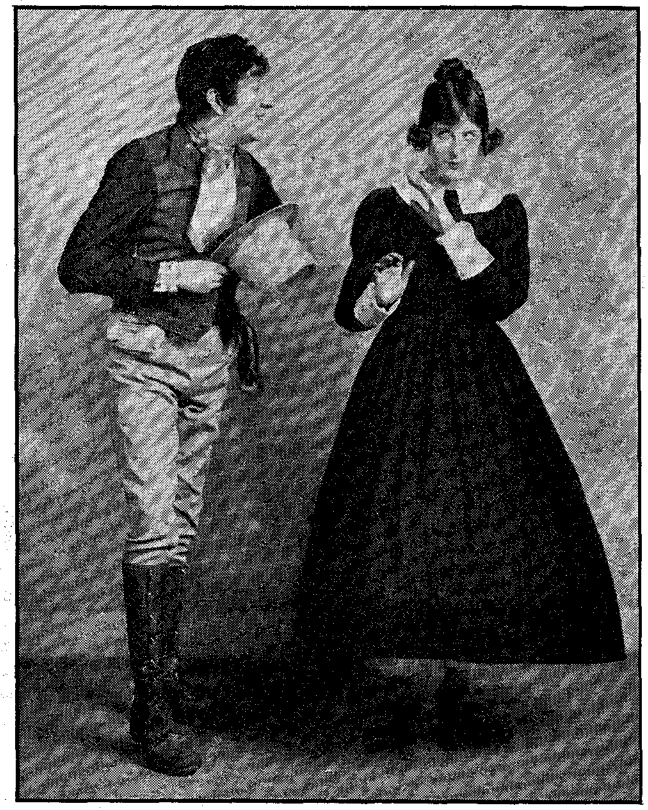
The sum and substance of the various opinions seem to be that "Pickwick" is a success in the eyes of Dickens lovers, if not always in the eyes of those who know not Boz; and that as a play it is, in the words of Burton Davis, dramatic editor of the New York *Morning Telegraph*, "uncommonly well done, with no weak spots in its casting." Mr. Davis sums up thus:

"It will interest Dickens fans, middle-aged and philosophical folk in general, the fast-dying races of old-fashioned gentlemen and ladies, and all those who like to see fine character-acting on the stage as a relief from the routine types that are repeated with a rubber-stamp in most of our plays."

Wide World Studio

JINGLE LETS HIS IMAGINATION RUN

Strumming an invisible guitar, *Alfred Jingle* (Hugh Miller) tells of his amorous exploits in Spain.



Wide World Studio

SAM WELLER GOES COURTING

Humorous love scene in "Pickwick," as acted by Charles McNaughton and Marie Paxton.

TOO SCOTTISH FOR SCOTLAND—Harry Lauder may be the pride of England and America, but Edinburgh runs true to the old adage of a prophet and his honors—or almost so. A majority of two in a town council of sixty-two made him a freeman of Edinburgh. *The Commonweal* (New York) imagines that Sir Harry "must be giving more thought to the susceptibilities of his fellow countrymen than at any previous period during the course of his hilarious and profitable career." For—

"The kilt and bonnet, the spiral walking-stick, the broad accent and the loping walk, which have brought capacity houses in England and America, do not appeal to Sir Harry's compatriots, one of whom ventured the suggestion that such a type of Scotsman, if encountered in the flesh on the streets of Edinburgh or Glasgow, would be carted off, without benefit of certificate, to the nearest asylum.

"Tetchiness where national peculiarities are concerned is very much in the air just now, and the lesson of the Lauder mix-up would seem to be that the man who exploits them for profit must look elsewhere than at home for his reward. The 'spiritual' Negro and the Celtic gunman are already fairly established figures upon our stage. What are we going to substitute for the traditional Scot with his weakness for haggis and bagpipes, his tendency to combine oatmeal and whisky at meals and his reluctance, quite unfounded in fact, to bid farewell to 'saxpence'? Perhaps the dour Edinburgh councilors who started all the trouble in the first place will take care of it."

WHERE THE PUBLIC ALWAYS WINS

IS THERE ANY JUSTICE in the rewards and penalties which the public metes out to authors? The newspaper statement that the late James Oliver Curwood, the American novelist, once received $80,000 for the film rights of a single story has moved the London *Evening Standard* to indulge in some serious reflections on the subject. Without wishing to say anything derogatory to Mr. Curwood, or to the fiction school of which he was an excellent example, that paper takes a look at the whole question of literary popularity. Sir Walter Scott, we are told, made two fortunes from his novels during his lifetime, while Edgar Allan Poe was sentenced by the public to live and die in poverty, tho he created short stories that are still quite as much alive as Scott's romances. Why the fatal difference in rewards? Bringing this question to bear upon Mr. Curwood and the present-day type of romance, the London editor remarks:

"The wide popularity of novels and films about the 'Wild West,' cowboys and 'bad men,' death, destruction, and all the rest of it in the more desolate parts of the earth may have a rather disquieting aspect. It suggests that the people who are so avid for such stories are not wholly at ease in their own peaceful lives, and are satisfying a latent craving for adventure by means of daydreams—daydreams, moreover, which they do not even fashion for themselves. But the demand for these books is as great as it is undoubted, and it is supplied with commendable skill by a number of writers. But there is no disrespect to any of them in saying that the rewards they are accustomed to receive seem sadly disproportionate to those received by the authors of books which are of greater permanent value.

"There is, of course, the argument that the world has the best right to decide what it will most value, and that, in the present hard scheme of things, if the world wants stories of the Wild West, it is no use offering it 'Paradise Lost.' By some standards 'Paradise Lost' may be worth more than the story for which Mr. Curwood received $80,000; but, by the practical standards under which we live, Milton only got $50 for it, and, since his publisher has never been accused of exploiting him, that was precisely what it was worth. In other words, the final and only test of literary value, as reckoned in terms of money, is public demand."

This argument is defensible as far as it goes, but it takes too short a view, the London editor adds. And then he goes on to explain this curious game of chance, in which the reading public always wins, whatever happens to the author—thus:

"The truth is that ultimately the public demand for 'Paradise Lost' is far greater than that for any 'Wild West' story. Unfortunately, it is spread over a much longer period, and as a rule does not attain its full cumulative effect until after the author's death.

"Keats and Shelley had some difficulty in finding publishers for their books, and never made anything to speak of out of any of them, while the egregious Robert Montgomery, who afforded Macaulay so much amusement, was a 'best seller.' But, in the century which has since elapsed, Montgomery's superiority has proved to be merely a delusive sprint at the start. If we reckon merely in vulgar terms of copies sold, both Keats and Shelley are far ahead of him. But the works of Keats and Shelley are out of copyright, and, even if they were not, their authors are not alive to receive royalties from them.

"It is this time-lag which makes what is hard in the scheme of things, not any real public preference for worse rather than better literature. It appears, fortunately, that the writing of the better literature is in some cases its own reward, in others a sheer necessity to the writers. They may suffer, but we are not allowed to lose."

THE COVER—This picture, showing a part of the brilliantly colored trappings used in the sun-dance by the Blackfoot Indians of Glacier National Park, is one of twenty paintings done "at concert pitch," as one critic tells us, by Kathryn Woodman Leighton during a summer's sojourn with that tribe. The Indians gave Mrs. Leighton every possible aid in picturing their leading men and ancient customs. When she returned to Los Angeles with these paintings a few weeks ago, that city was both delighted and dismayed to learn that the Great Northern Railway had bought the whole collection before it could be exhibited locally, and had sent it away to be shown all over the United States by a lecturer on Indian lore. Mrs. Leighton has hitherto been known chiefly through her richly colored seascapes and landscapes, especially mountain scenes. She is a New Engl by birth, but has long been a prominent resident of Los An

THE STRANGE ART OF SEDLACEK

GHOSTLY AND YET PLEASING is the curious verdict of the art world upon the paintings of Franz Sedlacek, a Viennese artist whose originality runs to the bizarre, and whose work has begun to command the attention especially of German periodicals. Unlike the shuddery tales of Hoffmann, Herr Sedlacek's paintings, we are told, have an air of unearthly romance. In business life, it seems, this artist is a Doctor of Technical Sciences, devoting his days to the ordinary routine of a civil service employee in Vienna; but in his leisure hours he becomes a painter and retires to a weird world of his own, as the reader may see by a glance at the group of pictures on the opposite page.

"It gives Franz Sedlacek particular pleasure to snap his fingers at the so-called 'realities' of life," writes Max Hayek in the *Illustrierte Zeitung* of Leipzig, "and to paint occasionally—just as musical and poetical artists play and rime at intervals—purely for his own amusement." At such times, the same writer tells us, Sedlacek is transformed into a master of color and of a style so peculiar that one of his paintings can be recognized instantly among a thousand. We read further:

"Questioned as to whether certain poets of the weird, such as Poe or Hoffmann, had exercised any influence upon his development or skill, this very serious-minded man of thirty-six declared that he had felt no such influence—that from early childhood he had been fascinated by the fantastic, sinister and gruesome, and had developed his style out of his own natural tastes. Self-taught, an artist who has always painted a little, wherever he happened to be, in the course of time he has become master of his crayons and pastel, and finally of color. Now, untroubled by the fashion of the day, he paints whatever seems interesting to him, doing it very simply and without any fixt plan, and choosing the fantastic, gruesome or sinister because it gives him personal pleasure to do so, and for no other reason.

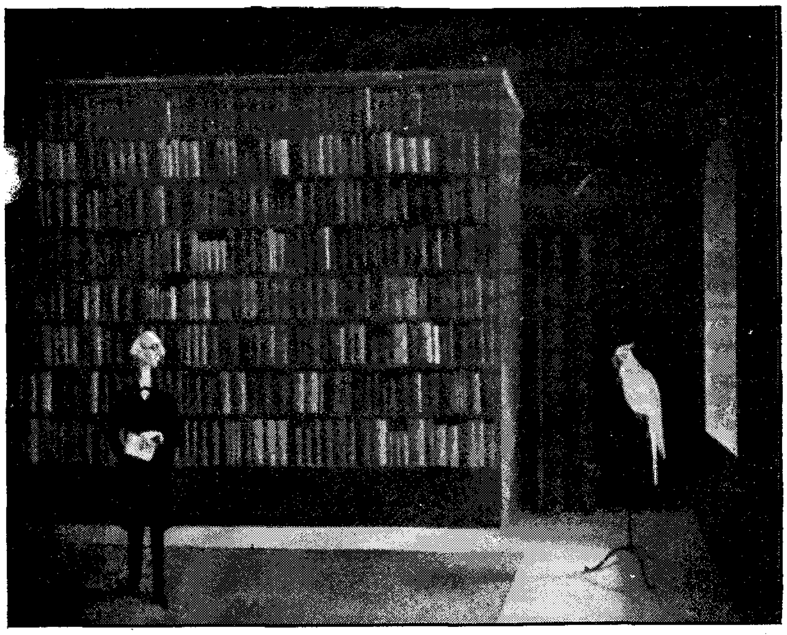
"That the paintings of Sedlacek now shine in colors altogether of their own, in a medley of hues, which despite their harsh vividness or somberness magically attain the desired effects, is due, perhaps, to the very fact that he has always worked alone at home, self-taught, without encountering any outside influences. He speaks in a language of color and form which is peculiarly his own, and may justly be called an original genius."

The themes of Herr Sedlacek's pictures, it will be noticed, are as original as his compositions and means of expression. To quote further from Max Hayek and the *Illustrierte Zeitung:*

"Beyond the border-line of the usual, altho often enough playing within its boundaries, he produces the spooky, ghostly kingdom of the weird—the untrodden fourth dimension, of which clairvoyants and visionaries have told us very pleasant truths and lies. 'That we fear ghosts, proves that these exist!' So, or practically thus, spake Lessing. Anynow, when seen by professional eyes, the most normal daily happenings can become fantastic and eery.

"Our narrow, rigid intelligence, never willing to cast aside the blinders called opinions (how often they are prejudices!), sees only a common door-knob where a Hoffmann sees a weird play of snakes or faces mirrored on its surface. Certainly our Doctor of Technical Sciences belongs to the family of those artists whose bizarre fantasy has the power to conjure into existence a strange world.

"Properly, it should cause even more wonder, however, that in our every-day world, which fundamentally is altogether unexplainable, full of riddles and fantastic throughout—in which we live knowing and not knowing—there are so few painters of the fantastic and unearthly."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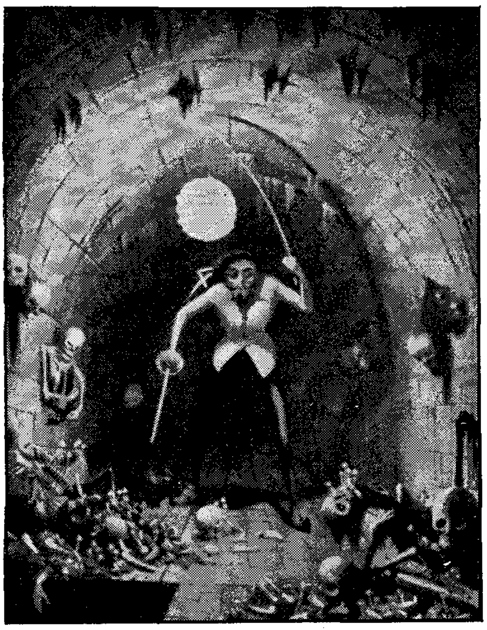
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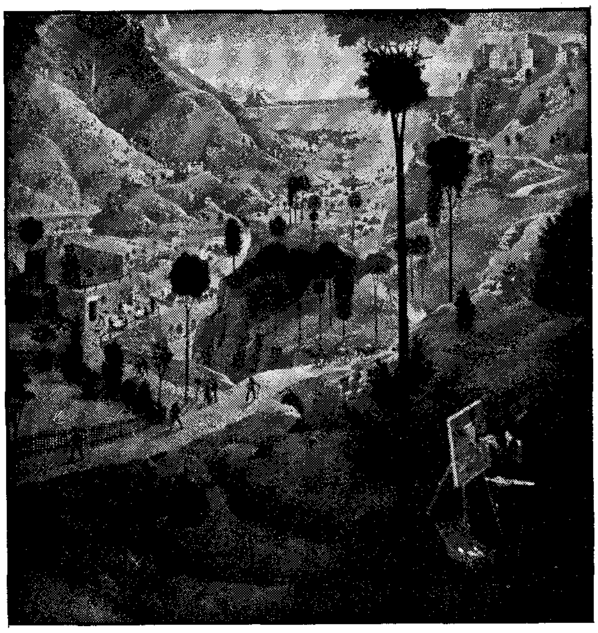
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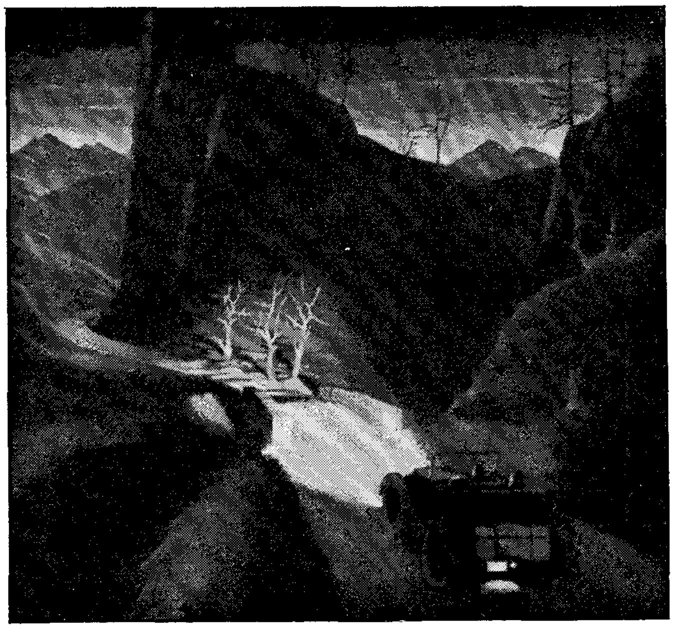
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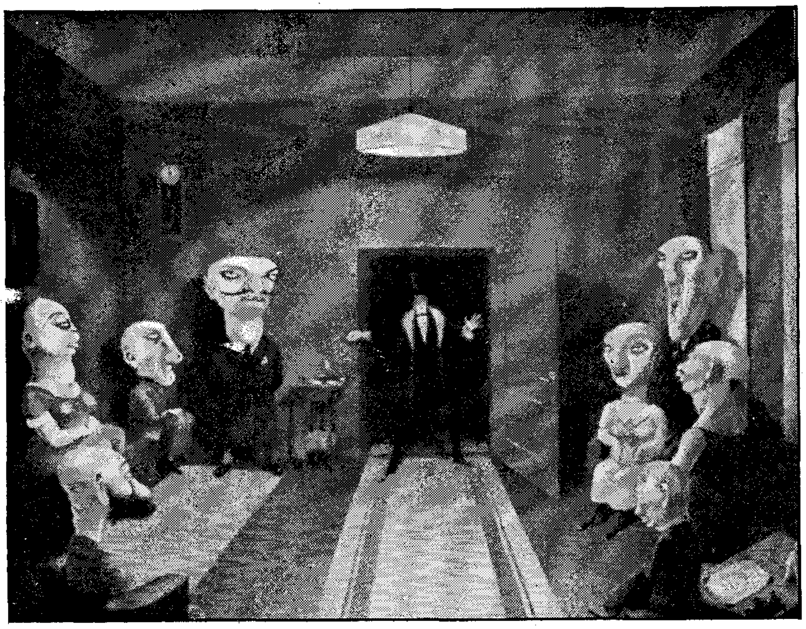
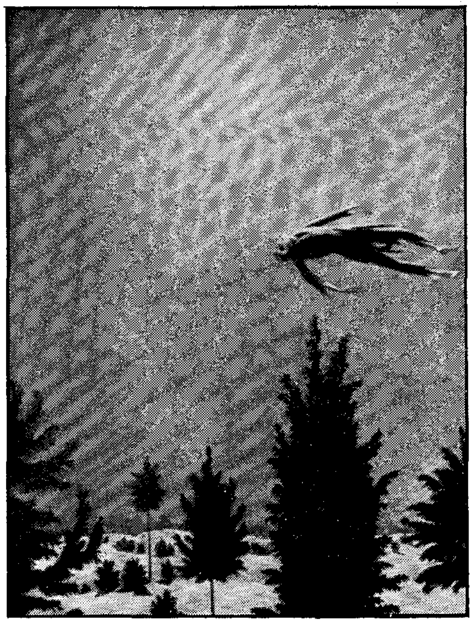

COMING HOME LATE AT NIGHT


GHOST ABOVE THE TREES

SOME OF THE WEIRD PAINTINGS PRODUCED BY THE VIENNESE ARTIST, FRANZ SEDLACEK

RELIGION-AND-SOCIAL-SERVICE

WHY CHURCH GROWTH IS SLOWING UP

Religious leaders and churchmen generally are much concerned over the report that the Protestant churches have been slowing up in membership growth since 1900. Various reasons, chiefly a generally lowered moral tone, have been assigned for this situation. Now comes the Rev. Charles Stelzle, a Presbyterian minister and widely-known sociologist, who declares in the September *World's Work:* "The Church is failing to grow as it should because most of those who are identified with it do not believe in it." He bases the statement upon the answers which the ministers in sixty-nine cities gave to his test question: "Suppose you were a man outside the Church, what is there in your church's present program that would make you say with enthusiasm, 'That is great; that is worth lining up for'?" He continues:

"In not a single instance did one of the ministers in any of the groups immediately respond with an answer which satisfied even himself. It is tragic that most of the men and women who are interested in great social, political and economic situations in this country are better prepared to give a reason for the hope that is within them than are the leaders and members of the Church."

Pirie MacDonald photograph

PROTESTANTISM IS WEAKENING

Says the Rev. Charles Stelzle, an experienced sociologist, "because most of those who are identified with it do not actually believe in it."

At the outset, Mr. Stelzle gives statistics showing that between the years 1800 and 1925 the population of the United States was multiplied twenty-two times, while the membership of the Protestant churches was multiplied eighty-one times. This might well be a cause for rejoicing, he remarks, if it were not for the record of recent years. To illustrate, he offers the following table showing the ratio of Protestant members to the population at various periods:

1800— 7 in each 100 of population.
1850—15 in each 100 of population.
1870—17 in each 100 of population.
1880—20 in each 100 of population.
1890—22 in each 100 of population.
1900—24 in each 100 of population.
1910—24 in each 100 of population.
1915—24 in each 100 of population.
1920—25 in each 100 of population.
1925—26 in each 100 of population.

Most startling, the author remarks, is the fact here shown that through fifteen recent years—from 1900 to 1915—the Protestant churches merely kept pace with the population. Nor is the showing improved by including all other denominations. Taking the Year Books of the Federal Council of the Churches of Christ in America as his authority, Mr. Stelzle goes on to say:

"Considering the Federal Council's figures, with relation to the percentage of the whole population which is affiliated with the churches through membership, we find that in 1915 39.84 per cent. were so related, and in 1925 the figure had increased to 40.64 per cent. This is an increase of only eight-tenths of 1 per cent. in ten years. The Catholic groups show a slight proportionate decrease during this period, their percentage of the total population in 1915 being 14.72 per cent., whereas in 1925 it was 14.64 per cent. The Roman Catholic Church, which is included in the above groups, shows a still greater proportionate decline, its percentage of the total population in 1915 being 14.21 per cent., whereas in 1925 it was 13.91 per cent. This decrease was largely due to the restriction of immigration from Catholic countries during this period."

As to the causes of this general decline, Mr. Stelzle refuses to ascribe it to the growth of cities, the coming of immigrants, the removal of people to the suburbs, the high cost of church membership, or even the "pruning" of church rolls. Scarcely any of these reasons, he thinks, is valid. "Interest in religion is declining far more rapidly in the country than in the city," he finds. "In the rural districts—which have always been supposed to be the stronghold of religion and the hope of America, in view of the alleged degeneracy of the city—only about 18 per cent. of the people are members of the Church, as shown by the 'country life' departments of various denominational bodies." On the other hand, we are told, a recent study based on a questionnaire "demonstrated that of those living in large cities, and who were eligible to church membership because of their age, 87 per cent. accepted the fundamental doctrines taught by the Church."

Rejecting all the commonly accepted causes, the author offers the following diagnosis:

"The real test of the Church's success is whether its tendencies are in the right direction. What are its attitudes toward outstanding social, economic, and religious questions? What is the influence of its members upon these problems? To what extent do those who are identified with the Church actually believe in its teachings and in its purpose? The answers to these questions will determine whether or not the Church is growing in a real sense more clearly than can any statistics.

"Practically every great social and political problem to-day is fundamentally moral and religious, and will never be rightfully settled except upon a moral basis. Commercial, industrial, and even political parties are constantly reminding us that their program is based upon sound ethics and morals. They vie with each other in declaring that they truly try to apply the principles of religion to their program and work. And yet, practically none of them look to the Church for guidance in setting up their principles of operation, even tho the Church, it is assumed, is the greatest authority on such matters.

"It is at this point that the Church is weakest in its relationship to human society, whereas, as a matter of fact, it should be strongest and most influential. In other words, its authority as an interpreter of religion is being questioned by outside organizations, which claim to be working upon a religious basis, as well as by individuals, who, having accepted the principles which it teaches, fail to identify themselves with the institution which is supposed to be the chief promoter of religion. But if the ministers and leaders of the Church can not 'sell' the Church to themselves, how can the Church be 'sold' to outsiders?"

Mr. Stelzle thinks the main reason why the churches are slipping is that they have not kept abreast of the times, and have thus allowed the religious impulses of the people to find an outlet elsewhere. He says:

> "It is absurd to insist that the church has a monopoly of all the religion in the world. Many millions of men and women, having the spirit of religion in their hearts, are working through other organizations, even tho they may have caught their original inspiration in their early youth within the Church itself. This is particularly true of many young ministers, who, in recent years, have become increasingly restless. This restlessness is due less to theological considerations than to sociological interpretation. The reactionary element, which is now in control of the Church, has sneeringly said that men of this type are 'socialists' or 'anarchists,' and it has often happened that they have been driven into radical positions because of the intolerance of this reactionary group, which usually has not the remotest idea of what either socialism or anarchy means. Not that these young preachers necessarily discust economic questions as such, but they sought, as true prophets, to interpret their great moral and religious aspects.
>
> "The same thing is true of many of the social workers of America, who as laymen are seeking to improve the living conditions of the people. Evangelists, who have the vogue for the present, and others who are regarded as oracles, have spoken with great contempt of these Christian men and women, who, it is alleged, are substituting 'sociology' for religion. The fact of the matter is, they are simply trying, in as intelligent and sympathetic a way as possible, to relieve human suffering, making no pretense that theirs is a religious task, except, of course, as all of a churchman's activities should be religious in the highest sense. A recent study of more than one thousand of the most prominent social workers in America indicated that fully 90 per cent. were originally members of the Church, but large numbers of these are now utterly out of sympathy with it, because of the constant onslaught and lack of sympathy of many church leaders toward the activities of these social workers."

Men, according to Mr. Stelzle, are essentially as spiritual as women, and the fact that they are outnumbered three to one by women in churches is due to the "purely social character" of the work the women do, the church being "practically the only institution" that at one time gave them this outlet. But that, too, is changing, we are told, and women's religious activities are drifting to other fields, according to Mr. Stelzle. Hear him:

> "There are endless numbers of clubs and societies which require more ability than was ever demanded by the Church, and the best women of the nation are to-day entering these newer fields, with the result that as yet almost imperceptibly, but nevertheless, quite steadily, they are losing their interest in the Church and are giving themselves to these larger, finer tasks required by outside organizations. The day may yet come when the men who are inside the Church will wonder what has become of the women, who were formerly so active, just as the women formerly deplored the absence of the men from religious organizations."

If the Church is to hold its place in the world's life that it has held in the past, this writer thinks, it must remake itself "into the natural and hospitable home of all that is best and highest in our modern life" and vindicate its right to be the authority on the great moral and social problems of the time.

It is rather a pessimistic picture which the Rev. Charles Stelzle draws, comments *The Commonweal*, a New York Catholic weekly, which expresses its regret at the alleged decline in Protestantism by saying "it would be better to dwell in the company of fire-eating Puritans than in a world possessing no faith in anything except the very latest phase of the evolutionary hypothesis." *The Commonweal* tells us also that this "ecclesiastical stagnation" is not merely a Protestant one, and we read:

> "Altho the Catholic Church in the United States has, one notes gratefully, been spared such heavy losses as have been suffered in Germany as a result of post-war demoralization, the fact remains that numerical increase is hardly noticeable. Several writers have recently commented upon the surprizingly small number of converts made annually—a number which, perhaps, barely offsets the incessant falling away through mixed marriages and other channels. Obviously, there are serious underlying causes for this situation, the most important probably being the 'secularization' of most of the forces which mold public opinion. The world of the workshop, the factory, the newspaper, and the government seems to get on very well without much reference to religion; and through contemplation of these smoothly running machines, the individual is brought to the point of ironing faith out of his life as well. And tho the consequences are deplorable, they pass unnoticed until some malady so serious as to arrest widespread attention sets in. Yes, there is food for thought in Dr. Stelzle's report."

By courtesy of *The World's Work* (New York)

ONE OF MANY PROOFS THAT FAITH IS STILL ACTIVE

The National Cathedral of the Protestant Episcopal Church at Washington, now under construction, is designed to become America's Westminster Abbey. Under the completed apse Admiral Dewey and President Wilson lie buried.

THE BENEFITS OF DENOMINATIONALISM—From an unexpected source comes a vigorous defense of denominationalism as the promoter of tolerance. Writing in *Scribner's Magazine*, the Rev. U. R. Bell, pastor of the First Christian Church of Paducah, Kentucky, points out what he considers the virtues of disunion under the title of "The Beneficent Barrier of Sects." "A common wail that we hear from press, platform and pulpit wherever the Church is discust is the so-called curse of denominationalism," he says. "The waste in energy, money, and property due to overlapping is terrific, especially in rural communities. A most despairing picture," he admits, "can be drawn without much effort and facts that no man can deny can be readily submitted to substantiate the reality of conditions existing in many localities. That is all too true. There is no need to argue the matter from that angle." But—

"On the other hand, a most outstanding feature of America's religion that has enabled America to progress by leaps and bounds is its denominationalism. The very nature of religion is conservative, due to its sacredness. Men cling to things that are sacred with a tenacity that is furious. Progress demands unending change. Readjustments are called for and must be made. What is true of things is also true of ideas. A good portion of man's religion consists of ideas as well as ideals. Ideas can not be changed in one realm without affecting ideas in other realms.

"Organized Christianity is at present under a cloud because it has not had time as yet to adjust itself in the realm of ideas to a world of progress that is scientific. It is true that the churches have but little influence, and it is a most fortunate situation. If the influence and the power of the churches had been unified and organized, the progress already made would have been next to impossible in a democratic country such as ours where the majority is supposed to rule.

"The thing that has kept the churches from applying their power and influence has been denominationalism.

"The potential power of the churches throughout our history has been enormous but unorganized. The result has been that they have spent their energy, wastefully it is true, in the regeneration of life rather than in the perfection of an institution that would have assumed by the will of the majority the divine right to condemn and prohibit without reservation or mercy new ideas that are almost invariably born in the minority."

THE DIVORCE LINE WITH CANADA

ACROSS THE 4,000-MILE BOUNDARY LINE, "without a fort," Canadian couples come to the States to get divorced at the rate of more than two and a half to one for every divorce granted in their home provinces, and the rate of divorces in Canada has increased from 60 in 1913, the year before the World War, to 608 in 1926. These features of Canada's divorce problem stand out in a review of the situation by Canon Vernon, General Secretary of the Council for Social Service of the Church of England in Canada, published in *The Canadian Churchman.* Warning is given that—"In cases where it can be shown that residence in the United States was secured with the purpose of a divorce, the validity of the divorce so secured stands on most questionable legal grounds in Canada, and if the parties remarry in Canada they may make themselves liable to a charge of bigamy." How large a part crossing the border plays is shown by the latest available statistics in the Marriage and Divorce Bulletin of the United States Bureau of the Census thus:

"In 1922 no fewer than 1,368 divorce decrees were granted to couples married in Canada, a number more than two and one-half times as large as the total number granted in Canada in the same year. This number also formed 36.2 per cent. of the number of divorces granted in the United States during the year to couples married in foreign countries, while, at the same time, the percentage of the Canadian-born population to the total foreign-born amounted to only 8.1 per cent. The Bulletin goes on to say: 'It is possible that many Canadians acquire a residence in the United States for the sole purpose of obtaining divorce, because, in general, divorce laws are more liberal in the United States than in Canada.' Of the 1,368 divorces granted to couples who had been married in Canada, no fewer than 462 were granted by the courts of the State of Michigan, while 135 were granted in the State of Washington, and 128 in California."

Canon Vernon cites statistics of increased divorce in various English-speaking countries, and we are told that during the years 1916 to 1925 the percentage of divorces to marriages increased in the United States from 10.8 to 14.8; England and Wales from 0.35 to 0.88; Australia from 1.53 to 3.25; New Zealand from 2.41 to 5.91; and in Canada from 0.1 to 0.9 per cent. Detailed figures for Canada read:

"Last year (1926), according to the Dominion Bureau of Statistics, no fewer than 608 divorces were granted in Canada, an increase of 10.3 per cent. over the number granted in 1925, 551. In 1913, the year before the war, the total number granted in Canada was 60, and there was no marked increase till 1918, when the total jumped from 54 in 1917 to 114. It rose to 376 in 1919, to 429 in 1920, to 548 in 1921; in 1922 it was 544; in 1923, 505; in 1924, 545.

"The total number of divorces granted in 1926 was divided among the provinces as follows: Ontario 133, Quebec 10, Alberta 154, Saskatchewan 48, Manitoba 85, Nova Scotia 19, New Brunswick 12, British Columbia 167, Prince Edward Island none."

Compared to our States with their own divorce laws, "nearly all different," recognizing many grounds, Canada draws the line "practically only on the ground of adultery," according to this writer, who explains:

"All the provinces of Canada except Ontario and Quebec have divorce courts. The Parliament of Canada has jurisdiction over divorce and out of this has arisen the present method of dissolving marriage by statute, the method used at present for Ontario and Quebec. The case is heard by a Committee of the Senate, a method regarded by many as most unsatisfactory. Hence has arisen the move this session on the part of the Senate itself to set up a divorce court for the Province of Ontario.

"At present the grounds on which divorce is granted by the Senate or by the Provincial courts are similar to those which obtain in England.

"The courts in the Province of Quebec do not recognize divorce but have a practise, based on the Roman canon law, of declaring marriages null and void *ab initio;* and that on a great number of grounds.

"Practically, divorces in Canada are granted only on the ground of adultery, tho in some cases what is really granted is a declaration of the nullity of the marriage on grounds always recognized by Church and State in England:—(1) as being void, where there was no consent, or the marriage was invalidly contracted, or was within the prohibited degrees, or was bigamous; or (2) as being voidable as in the case of impotence."

Of the numerous causes leading to the increase of divorce, Canon Vernon writes:

"Part at least of the recent increase in Canada must certainly be attributed to war and post-war conditions, the nervous tension under which men and women lived and the long unnatural separation of married people. An increase in the number of divorces on the statutory ground does not necessarily mean more unfaithfulness on the part of husbands and wives than formerly, but rather the growth of the idea that such offenses can never be forgiven or condoned, but must lead to the divorce court. A striking feature has been the great increase of divorce suits instituted by wives.

"Fundamentally the cause would seem to lie in a great weakening of the popular conception of marriage, involving alike its sacred character, its permanence and its purpose. If divorce is looked upon as a possible outcome, involving no sin against God and no dishonor to the married couple themselves, marriage will naturally be entered upon without that due deliberation demanded by a lifelong contract 'for better, for worse' 'till death us do part.'"

Canon Vernon suggests that the remedies for the spread of divorce in Canada would seem to be:

"1. More frequent and definite instruction of our people in public and in private, including more frequent sermons, and very definite instructions to confirmation candidates, as to the sacredness, the purpose, and the permanence of the marriage relationship.

"2. An appeal to our people to be married wherever possible after the publication of banns.

"3. An effort to secure that several days' publicity should be given to the issue of the license before a marriage by license is performed.

"4. An educational program to emphasize the many dangers following in the wake of the spread of divorce.

"5. Frequent and clear-cut statement of the fact that the Church of England in Canada refuses the blessing of the Church's marriage service to those who have been divorced while the former partner still lives.

"6. Strong and persistent opposition to any attempt to extend the grounds on which the Senate now grants divorce."

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CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

THE folly of trying to find God by scientific formulas seems to be the theme of this daring flight of imagination from *The Menorah Journal*·

LEVIATHAN

By Louis Ginsberg

I threw my line out,
  Baited with desire,
  In the sea of space
  (Where deeper is higher);
I cast my sinker out,
  Deep in the sky
For my hook to catch on
  A *How* or *Why.*

The twine of my dreaming
  Sank down deep
Where Andromeda
  And Orion sweep;
Where the constellations
  Swirl in shoals,
Swarming instinctive
  To far-off goals;
Where the Milky Way
  And the Pleiades Seven
Swim down under
  The sea of Heaven . . .

So my reel of science,
  Humming and singing,
Played my line out
  And sent it flinging;
But my hook pulled tight
  And I wondered, "Can it
Be tangled in a sun
  Or a wheeling planet?"
Till before I knew,
  My line was caught—
My line was quivering—
  My string of thought
With hook and sinker
  Now jerked taut—
Snapped off quickly
  And broke my rod,
Trying to capture
  God!

The mystery and the pity of untimely death moves the writer here in *Harper's:*

IN MEMORIAM: S. C.

By Joseph Auslander

The sea tugged at his heart with all its tides,
Its colors and rhythms and tumults; and tall ships
Passing at dawn or pausing at twilight were always
In his eyes and his talk and at his fingertips.

He would show me drawings I only half-understood:
Mechanical plans and charts of schooners and whalers,
Brigs and brigantines, luggers and galleys and galleons—
And salt was in his talk like the talk of sailors.

Beautiful, big eyed, with rebellious hair,
I watch him in a stiff wind with his boat,
Letting her have it; and I watch him roping her
Down at the dock and the spray all over his coat.

And I watch him again at our sloshy old wharf with the rising
Wind and water sucking him out to sea;
And he gets in his boat and heads into the dawn-drift
To chat with a certain Captain from Galilee.

To show Him his charts and plans as sailor to sailor,
To speak as one seaman to another, observing
The beauty of ships, the bravery of men, the terrible
Glory of the gray gulls plunging and swerving.

Dead? This boy with the sea in his eyes and the morning
Still great and new in his blood like a trumpet with tones
Lavish and marvelous! Dead? With the sea birds crying
And the wind and the water crying in his bones!

The author of this calm and loving tribute to an invalid mother, now gone, has chosen the medium of free verse for her message. It is from her book, "The Rhythm of Life" (Putnam):

THE EMPTY ROOM

By Rhoda Walker Edwards

The empty room filled still with your sweet presence,
The empty room where once you lived and loved and suffered,
Yet suffering, filled our lives with gladness,
Who basking in the sunlight of your smile,
Guessed not the depths of anguish
Whence your soul had garnered treasure
To lavish upon us.
How empty seems your room!
Tho' permeated with a subtle perfume
Distilled like rarest attar
From the crushed petal of a rose
And in the silence of this empty chamber
I think I hear the rustle of an angel's wing.

Under the humor of this little fable from *The Spectator* (London), one suspects the presence of a moral for moralists:

MISUNDERSTOOD: A FABLE

By Herbert E. Palmer

I wrote a little rime one day
To help mean people on Life's way;
I sang in lyric inspiration
Of sacrifices for the Nation.

But, thriftless toil, I lost the verses,
And sought them with impassioned curses;
They had been stolen by a mouse
Who'd used the sheet to line his house

And strange result of art and craft—
That mouse became supremely daft;
His feeble head my lines so fired
That he grew solemnly inspired.
And when the household slept at ease
And there was none to guard the cheese

He mounted on my Sunday hat
And preached plain duty to'ards the cat,
"How lovely is self-sacrifice!"
He squeaked to all his brother mice.

And soon (my tale is nearly ended)
The cat grew shamefully distended.
The watch-dog barked his indignation
At so much squandered inspiration.

A love-story in a few gossamer lines is told thus light-heartedly in *The Harp* (Larned, Kan.):

THE MISCHIEF MAKER

By Wright Field

A little Wind came down, and perched
  On the edge of the World;
He wore a cap and bells, and his toes
  Mischievously up-curled.

Mused he, "What can I do to tease
  Some luckless wight
Going his way all solemnly?"
  And then the chuckling sprite

Spied you, with your sun-curled hair and nose
  Tip-tilted to scorn all men,
And me, a somber, slow-witted lad,
  And then . . .

"Ah, this is rich!" he chuckled, as he
  Tipped over a farmer's cart;
In his haste to blow trouble into my life,—
  And blew you into my heart!

By way of contrast we have this more somber variation of the love theme from a Western contributor to *Poetry* (Chicago):

GOD PITY THEM

By Hildegarde Flanner

God pity them who have no love
  To live beside and touch or kiss.
Rather be lost and lowly under,
  Rather be dead than know not this.

God pity them and stop their tears
  Who had a love and buried it.
Rather be darkness and no morning,
  Than candle with the flame unlit.

God pity them who tarry after
  Beside the gate where love went through.
God pity them when love has failed them,
  And life has failed them too.

Old age is like our rainbow hopes in one respect, at least, according to this from the Scottish book entitled merely "Poems by E. F. D." (Glasgow: Gowans & Gray):

GROWING OLD

By E. F. D.

When I was eight I used to think at ten
I'd be so very old and big, why, then,
With no regrets, with scarce a tear or sigh,
I'd lay my fairy-books and dollies by;
At ten, well, twelve seemed quite the proper age
To put aside toys, games, and pictured page,
And seventeen thought twenty truly old;
And twenty, as the shining days unrolled,
Felt very sure, should she be still alive,
How ancient she would be at twenty-five.
So when my years shall total up four score.
In the same way I'll say, "One decade more;
At ninety I'll be old, and glad to die";
At ninety, contemplate my century.

A Canadian poet and nature lover, an intimate friend of Charles G. D. Roberts, may fairly be represented here by this poem from his new book, "The Land of Singing Waters" (Toronto: J. M. Dent):

SEPTEMBER WINDS

By A. M. Stephen

  O mad wind,
  Glad wind,
That sways the purple plumes
  Of nodding asters, row on row,
  In late September's afterglow,
My heart has heard you call!

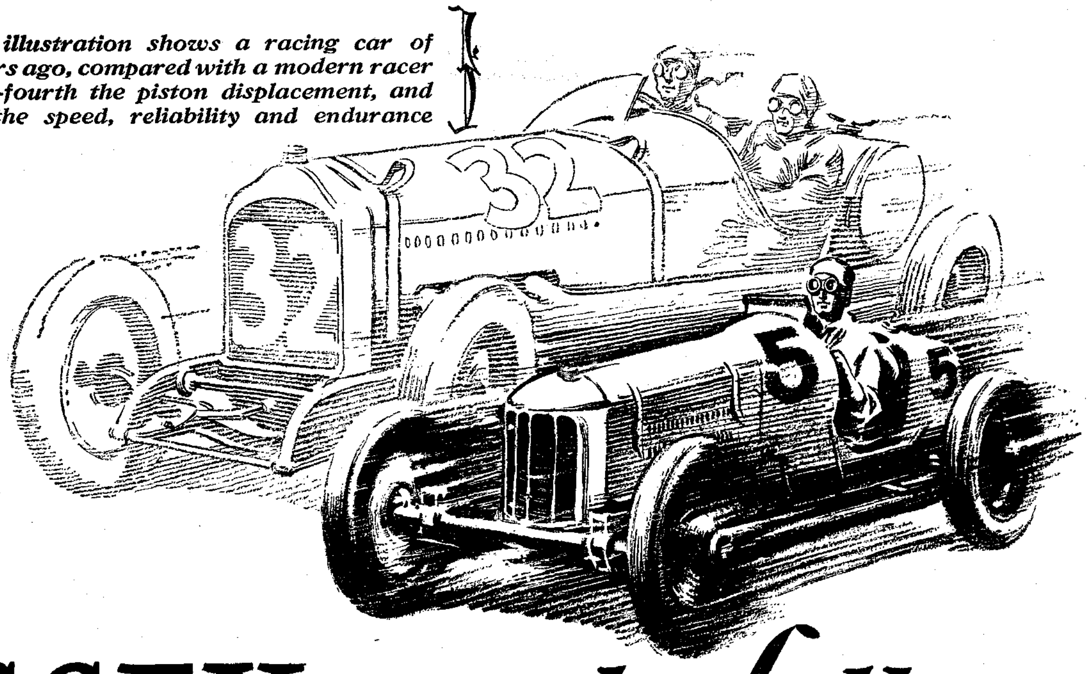
  O mad wind,
  Glad wind,
My feet would roam with you
  The wildered paths of tangled fern
  Where bright the scarlet berries burn
And falling leaves are brown.

  O mad wind,
  Glad wind,
Come, bugle up the sun
  That leaves a radiance rare and pale
  In golden-rod along the trail
Upon the misted hills.

  O mad wind,
  Glad wind,
This fire is of your kin
  That flames in crimson splendor where
  Fleet Autumn glides with unbound hair
Along your woodland ways.

  O mad wind,
  Glad wind,
She is your breath in form.
  The music of her light steps beat
  Triumphal marches low and sweet
Of Life fulfilled by Love.

THE illustration shows a racing car of 20 years ago, compared with a modern racer of one-fourth the piston displacement, and twice the speed, reliability and endurance



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Racing Car Development

Thus There is Greater Power—Greater Reliability—More Economy *And For The Same Reason* Every Part is Engineered to Perfectly Balance Every Other Part

Twenty years ago racing cars were twice as heavy and were powered by motors four times as large as the racing car of today. Yet they were only half as fast and had nothing like the endurance of the present day car.

Engineers learned that big motors did not mean greater power. Faster and more enduring motors were found in the smaller high-compression type. And then to make full use of the motor development, the chassis throughout had to be redesigned. Every part had to be engineered in perfect balance to every other part.

Since every racing car is virtually hand made, and cost is no object, these things offered no obstacle.

But such practice is not customary in building stock automobiles. To save costs many makers use the same axle, transmission, clutch and motor.

Essex, however, follows racing car practice. Its Super-Six motor develops more than 2½ times the power its size ordinarily rates it. It converts waste heat to power and gives economy in fuel and oil that is astounding.

The distinction, however, is not limited to the motor. Its chassis is in true balance in every part. Clutch, transmission, axles and frame are especially engineered to make a perfect unit. This permits compactness and adds 15% to the length of the body without extending the body beyond the rear axle.

This unity of construction assures added advantage in every particular of performance, reliability, comfort, safety and economy.

ESSEX *Super-Six*

2-Passenger Speedabout $700 4-Passenger Speedster $835
Coach $735 Coupe $735 Sedan $835
All prices f. o. b. Detroit, plus war excise tax

HUDSON MOTOR CAR COMPANY
Detroit, Michigan

PERSONAL • GLIMPSES

MARCUS LOEW'S LONG LEAP FROM PENNY ARCADES

"A TRUE ROMANCE of business achievement" is one editorial summing-up of the late movie magnate's career; and another writer particularizes: "He begins with penny arcades and crude movies. He ends as one of the rich men of the United States, owning or controlling some 300 theaters, and at the head of the largest picture corporation in existence." While other commentators speculatively match the probable total of the Loew fortune with that left by Judge Gary, head of the United States Steel Corporation, the writers of biographical sketches furnish us with the meat of romance, beginning with childhood in an East Side tenement and swinging through the characteristic vicissitudes of the offspring of New York's foreign-born in their struggle for a livelihood or something better. Picking a decisive moment in that strenuous history, we evoke a picture of the first meeting of two young men who were destined to become immoderately rich and famous, with each other's aid—a David and Jonathan of art and dollars. Both had already started up the long ladder of achievement. Each had bought an apartment-house in 111th Street, New York, and one Sunday morning, while each was inspecting his property, they struck up an acquaintance and began to compare notes. One of these young men was Marcus Loew, whose ups and downs had been connected chiefly with the fur business. The other was David Warfield, the actor, whose wistful impersonations of the sidewalk-pedler type had made him a man of mark with Weber and Fields, and later a star in a successful play of East Side life, "The Auctioneer." From that meeting, relates a writer in the New York *Herald Tribune*, "there began a lifelong friendship and business association which launched Mr. Loew on his way to the dominating place he finally held in the theatrical world and Mr. Warfield to great wealth. Mr. Warfield, describing that chance meeting yesterday, said he and Mr. Loew became friends so quickly that Mr. Loew, who was operating his own apartment-house at a profit, also took over the unprofitable house of Mr. Warfield and converted it into a money-maker without charge for the service." Which leads up to the cream of the story—the adventure of the penny arcades:

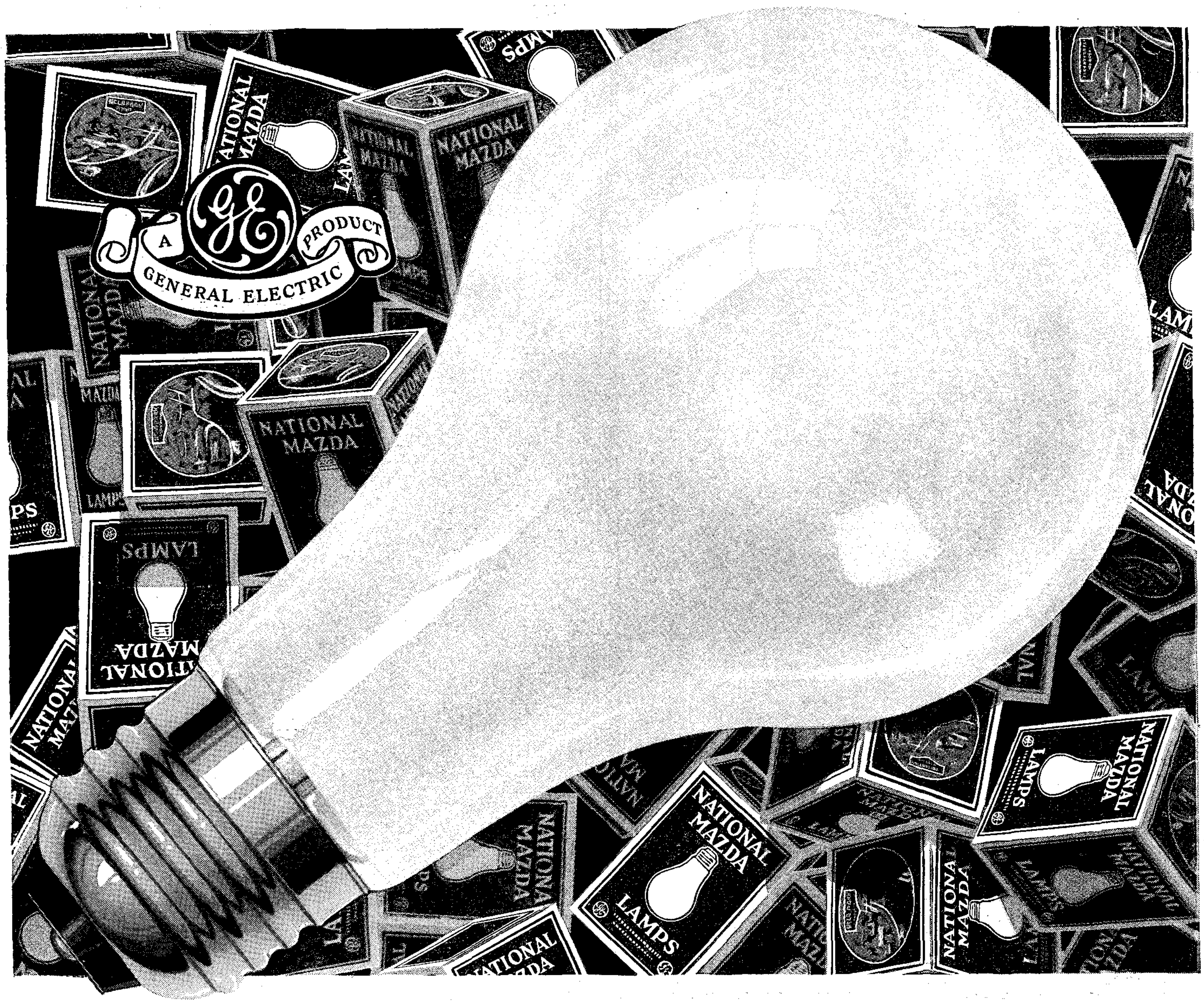
International Newsreel photograph

THE MAN WHO MOVED UP WITH THE MOVIES

Marcus Loew, master of 300 theaters and the greatest of all picture organizations—photographed before his last illness.

> Soon after that, Mr. Warfield and Mr. Loew were strolling in Fourteenth Street, near where Mr. Loew's furrier business was located. Out of curiosity they went into a small storeroom, which several young men were remodeling into a penny arcade. One of those young men was Adolph Zukor, now head of Famous Players and other large motion-picture enterprises.
>
> Mr. Warfield, who at that time had just made his success in "The Auctioneer," persuaded Mr. Loew to sell out his fur business and reinvest his capital in penny arcades. With their joint resources they became partners with Mr. Zukor and his associates in a subsidiary company. The enterprise prospered and Mr. Warfield and Mr. Loew withdrew from the Zukor partnership in 1904 and formed a stock company. They capitalized this project at $100,000 and opened a chain of penny peep-shows. Their first was on Twenty-third Street, near Eighth Avenue. They had seven or eight others which soon were paying 20 per cent. dividends.
>
> Presently Mr. Warfield tired of that business and offered to sell, but Mr. Loew took his stock and held it until he was able to change Mr. Warfield's mind and returned the stock.
>
> "Then," Mr. Warfield said, "we were partners for life, and we knew it. As I look back on our penny arcade days in 1900 and those first years and then try to visualize the mighty and far-reaching enterprise that Marcus Loew finally headed, it all simply doesn't seem possible. It is actually beyond my conception. I have no idea how many theaters we have, nor do I know where they are located. And Marcus Loew himself did not know."
>
> As the penny arcades prospered, the first crude motion-pictures—badly done, one-reel affairs—began to be exhibited. Mr. Loew added these as a feature of his peep-shows. Their popularity convinced Mr. Loew of a potentially greater field. He, with other pioneer exhibitors, resorted to renting vacant stores and converting them into small screen theaters, seating from 100 to 300 spectators.
>
> That was the beginning of Mr. Loew's career as a motion-picture exhibitor. Soon thereafter he conceived the idea of reenforcing the drawing power of pictures by the introduction of songs and recitations between pictures. This policy proved successful also and resulted in the augmenting of his picture programs with vaudeville acts. Thus began another chapter in his career, which to-day is readable in his mammoth Loew's, Incorporated.
>
> Mr. Loew is credited with establishing the first large screen theater in the world. This was in his rehabilitation of the old and abandoned Cosy Corner burlesque house in Brooklyn, which he renamed the Royal.
>
> When Mr. Loew first took over the old burlesque house he devoted it to legitimate theater purposes, engaging Antonio Morio, the Italian tragedian, for a repertory of Shakespearean and other classics. But a single year brought a loss of $3,000. He then established in his Royal a program of pictures and vaudeville at an admission price of ten cents. He realized a profit of $60,000 on the first year.
>
> After that Mr. Loew began developing his picture-exhibiting enterprises in a substantial manner. He discarded, one by one, his little remodeled stores and began to acquire real theaters.
>
> In 1908 he took over the Lincoln Square Theater for the screen and it prospered exceedingly. He remodeled the old Harlem Casino and conducted it successfully.
>
> Year by year he extended his theater properties to all the principal cities of the Continent. He opened the Orpheum in

In the Blue Convenience Carton



THE NEW NATIONAL MAZDA LAMPS, frosted on the inside, cost you but $1.38 for a carton of six in the smaller sizes; $1.50 per carton of the 50-watt or 60-watt. That's less than you've ever paid for frosted lamps — less, even, than you used to pay for the old, clear-glass ones which no one wants now.

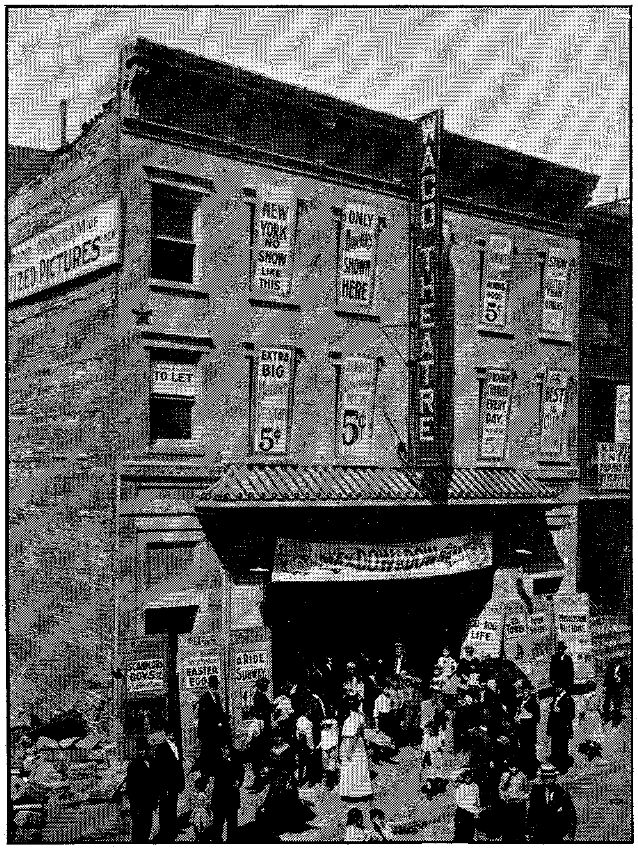
The NEW lamps are BETTER, in every way. They give more light, better light; they're easy to clean, rugged; they harmonize with whatever shade you put around them.

Buy them in the Blue Convenience Carton; keep some extra ones in the house.

The NEW National MAZDA LAMP

NATIONAL LAMP WORKS
of General Electric Company
Nela Park Cleveland, Ohio

MAZDA is not the name of a thing, but the mark of the special service utilized in the design and manufacture of articles entitled to MAZDA Service — the service of the Research Laboratories of General Electric Company.



Photograph by Brown Brothers

LAYING FORTUNE'S FOUNDATION IN NICKELS

From this humble but fruitful beginning in the dear old days of the nickelodeon, Mr. Loew built his fortune to dimensions indicated by the other picture on this page.

New York City in 1913, and acquired and restored the Broadway to its former standing. The next year he obtained the New York Theater vaudeville house and two more theaters in Brooklyn. In 1919 he added twenty more theaters to his circuit, mostly in the Pacific States. Among them were twelve acquired by purchase: the Palace Hippodrome in Seattle, the Hippodromes of Tacoma, Portland, Fresno, Stockton, Sacramento, San Jose, San Francisco, and Salt Lake City. The others included new theaters built in Eureka, Sacramento, Long Beach, Oakland, and Stockton.

Among the sixty theaters he owned in New York City alone is Loew's State Theater on Broadway, an imposing theater and office building which he opened in 1921. In 1923 he acquired the Lexington Opera House in this city, and in 1925 and 1926 extended his chain of theaters further by acquiring houses in New Rochelle, Coney Island, Syracuse, and Brooklyn; Kansas City, Reading, Pennsylvania, Atlanta, Georgia; Birmingham, Alabama; Norfolk, Virginia, and Baltimore.

These developments were followed in 1927, we are told, by the inauguration of an expansion program of new theaters in the South at a capital outlay of $10,000,000, and we learn that:

The program included establishments at Atlanta, Houston, Dallas, and San Antonio, and an international project for extending the Loew theater properties in various countries to the number of 400 at a cost of $50,000,000, the scheme embracing the acquisition of chains of theaters in Brazil and in Europe.

When Mr. Loew had developed his enormous string of theaters to the point where he was a dominating distributor of pictures he found himself in the midst of a "cutthroat" business warfare. The film theater by that time had become a new Klondike, where stakes and claims meant little. Soon he found himself proprietor of a great number of theaters in principal cities all over the country, the doors of which he had to keep open at a profit, but motion-picture producers began to demand fabulous rates for the right of showing their films before his millions of patrons.

He solved that difficulty in 1920 by acquiring the Metro Pictures Corporation. Thereupon he became not only a leading exhibitor but also a producer of motion pictures.

Marcus Loew, as has been indicated, had but slight education; the background which molded his character was the lower East Side; the field upon which he had utilized his abilities was business. Yet his friends say he had a remarkable and creative esthetic sense. Mr. Warfield said that he often gave him invaluable advice concerning his characterizations on the stage. Admitting that Mr. Loew read little, altho well, his friends point to his shrewdness in collecting rare first editions, which also is a hobby of Mr. Warfield.

At any rate, after Mr. Loew took control of Metro the merit of its products greatly increased, both in the estimation of screen critics and, as box office returns showed, of the public. Among the successes under the guidance of Mr. Loew were "The Four Horsemen of the Apocalypse," which started the brilliant figure of Rudolph Valentino across the sky of screendom; "Scaramouche." "The Prisoner of Zenda," and "Turn to the Right."

The Metro organization was merged with the Goldwyn Corporation in 1924, and that was followed by the inclusion of Louis B. Mayer's organization under the present reorganization name of the Metro-Goldwyn-Mayer Pictures Corporation. These amalgamations brought under Mr. Loew's control a large number of leading picture players and directors and a wealth of story material. It is said the resultant productions were due also in considerable extent to the execution of his own artistic ideas. Outstanding success of the amalgamation are "The Big Parade" and "Ben Hur."

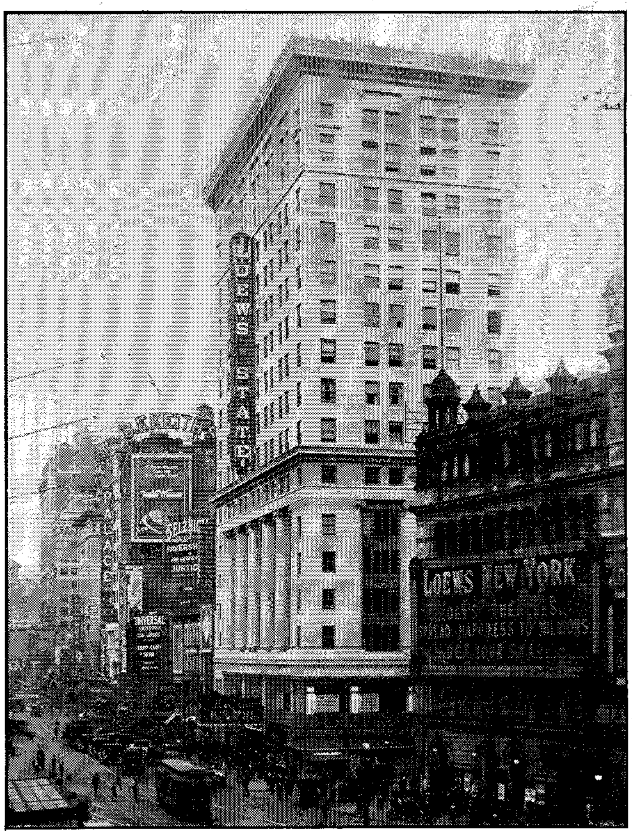
In the latter years of Mr. Loew's endeavors he had undertaken to extend his chain of theaters into Europe and South America. He owned a string of theaters in France, and last year was made a chevalier of the Legion of Honor by the French Government for his efforts in the motion-picture field in France. He had also established theaters in Brazil and other South American countries.

Mr. Loew married Carolina Rosenheim in 1894. Their children are the twins, Arthur and David. The former married Mildred Zukor, daughter of Adolph Zukor, the motion-picture promoter, with whom Mr. Loew was associated in business in the pioneer days of pictures. David married Meta Edman. Each son has two children.

Mr. Loew was born on the lower East Side, the son of Herman L. and Ida (Lewenstein) Loew, Jewish immigrants from Vienna. From such humble circumstances he rose to his position of great wealth and world-wide influence in the theater and motion-picture field.

He was the head of approximately 100 enterprises, having to do mainly with the theater, motion pictures and real estate. His principal organization was Loew's, Incorporated, capitalized at $100,000,000. Through Loew's, Incorporated, he conducted one of the largest vaudeville circuits of North America, exhibiting

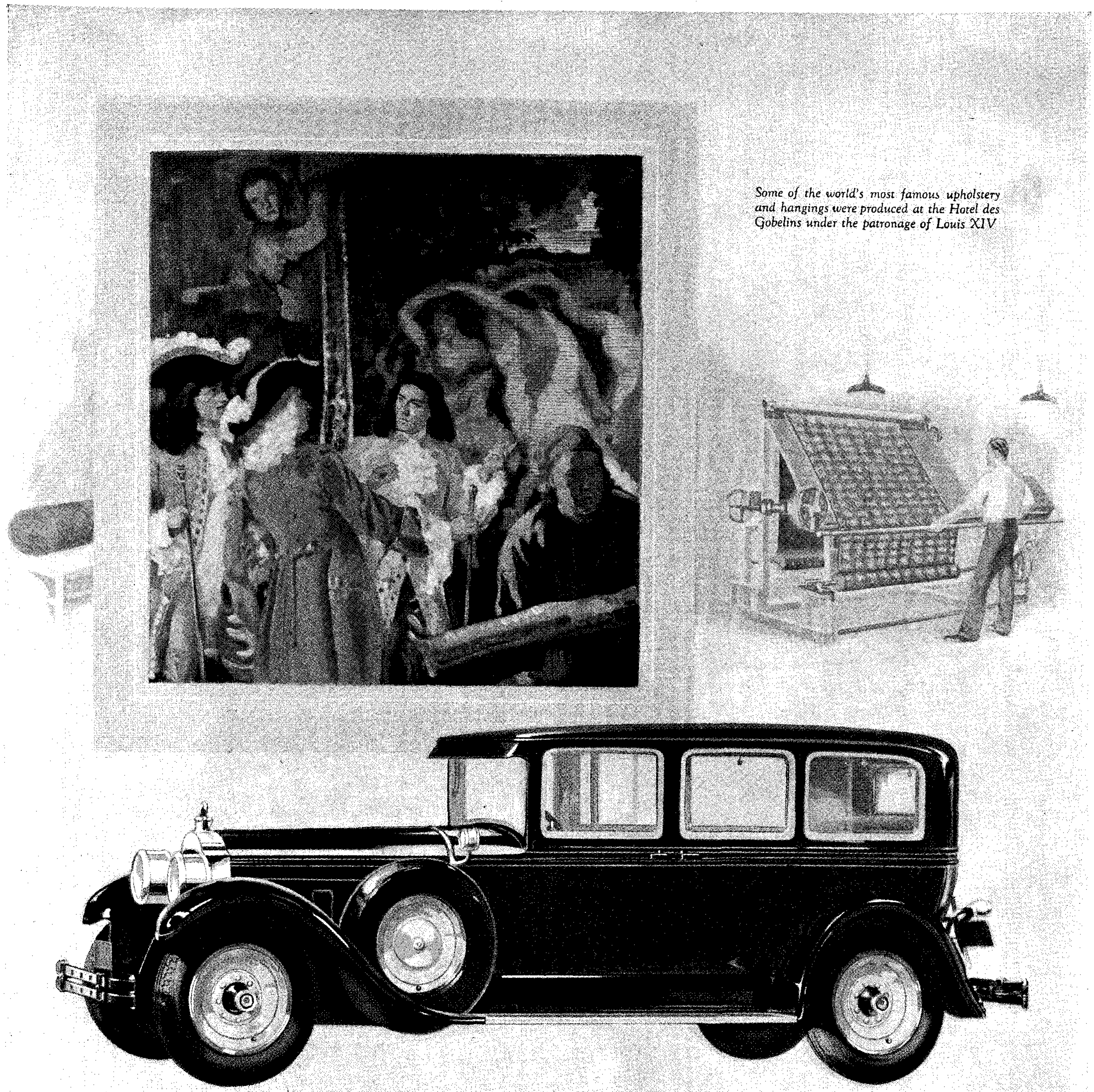
(*Continued on page 45*)



Photograph by Brown Brothers

WHERE BROADWAY'S LIGHTS ARE BRIGHTEST

Two of the finest Loew theatres in New York are friendly neighbors in Times Square—and here they are, in eloquent contrast to the modest nickelodeon in the picture above.



Some of the world's most famous upholstery and hangings were produced at the Hotel des Gobelins under the patronage of Louis XIV

PACKARD requires in upholstery all that modern science can add to the ancient art of textile weaving. Skilled specialists select the finest fabrics from the looms of Europe and America. Quality first, then beauty of color and design are considered.

From the whole world of materials open to its choice Packard has selected the most beautiful, durable and appropriate broadcloths, silks and velours. These are immediately available. From them the Packard Eight buyer may choose with the assurance that they represent not only perfect workmanship but exquisite taste.

For those desiring the individuality of custom bodies and special upholstery, Packard quickly procures tapestry, needlepoint—any fabric which the most exacting buyer wishes.

PACKARD

ASK THE MAN WHO OWNS ONE

Why *changed* motoring conditions dema

Ten questions

HOW MANY CAN YOU ANSWER?

If you are looking today for long life for your car, and low cost-per-mile, here are ten questions which you should ask yourself about any oil which is poured into the crankcase of your engine.

★ I ★

Is the oil you use made by lubricating specialists who know how to cope with the 1927 problems of engine design and driving conditions?

Probably not. Only a small part of the oil offered today is made by refineries specializing in lubrication.

The Mobiloil offered today is produced especially for today's driving conditions. It is produced to special specifications set up by the Mobiloil Board of Engineers who are in personal touch with every automobile plant in the country. For over 60 years the makers of Gargoyle Mobiloil have specialized in lubrication.

★ II ★

Is the oil you use made from crude oils chosen specially for lubrication value — not gasoline yield?

Most oils are not.

Gargoyle Mobiloil is. It is made from selected crudes chosen for the special qualities desired in the manufacture of high quality oils.

★ III ★

Are you sure of getting oil of the right BODY for your engine?

You are not if you ask merely for "light," "medium," or "heavy" oil. Some "heavy" oils are as light as other "light" oils. Wide variation exists between oils classed as "medium." If you buy oil in this loose way, you can never be sure that its body is suited to the lubrication system or the operating conditions of your engine.

182 manufacturers of automobiles and motor trucks approve the Gargoyle Mobiloil Chart of Recommendations because it assures correct BODY as well as high quality.

★ IV ★

Is the oil you use made by processes which conserve or enhance the lubricating value of the crude stock?

Many oils are not. Today, in many cars improperly or carelessly refined oils are forming heavy sediment or sludge which in extreme cases may clog the lubricating system and result in burned out bearings, scored cylinders and expensive repairs.

Extra care and extra steps in producing Gargoyle Mobiloil remove all products of incomplete refining likely to produce sediment or sludge. This gives Mobiloil the qualities necessary to resist the oxidizing effect of exposure to intense heat, air and gasoline vapors for long, continuous periods, which oil encounters in today's engines.

★ V ★

Is the oil uniform?

Tests show that there is considerable variation in some grades of the same brands of oils.

MACRAE GILLIES

Gargoyle Mobiloil is noted the world over for its uniformity. That is one reason why Mobiloil was used by the U. S. Army Round-the-World Fliers who were supplied with Mobiloil right from stocks in Japan, China, India, through Asia, into Europe, then in Iceland, Greenland and back to the United States.

★ VI ★

Is the price fair, quality considered?

Many oils cost less than half as much to produce as Mobiloil. Yet many oils are sold for only 5c a quart less than Mobiloil.

★ VII ★

Is the oil you use economical?

Lindbergh used Mobiloil and found it to be so.

In hundreds of tests Mobiloil has been proved *cheaper-to-use* than competing oils which sell at lower prices.

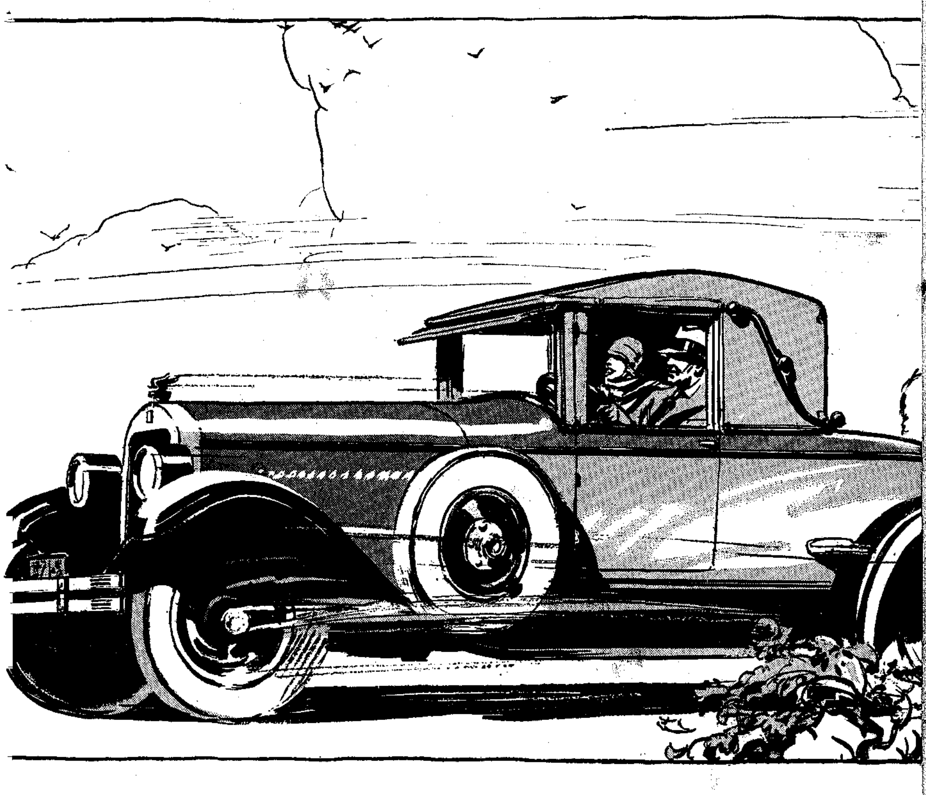
Don't confuse price-per-quart with cost-per-mile. In the recent Lindbergh New York-to-Paris flight, the nine-cylinder Wright Whirlwind air-cooled

VACUUM OIL COMPANY

MAIN BRAN
Detroit,

Other branches and distributing warehouses thro

a new margin of safety



f the Spirit of St. Louis con-
ess than 5 gallons of Mobiloil,
a quart per hundred miles.

★ VIII ★

**il you use approved by auto-
manufacturers and engineers?**

yle Mobiloil is recommended
automobile manufacturers than
e other oils combined. It is by
nost-used oil among automobile
rs.

★ IX ★

o users say about oil?

out of every five car owners who
by name ask for Mobiloil.

★ X ★

il easy to buy?

ther oil is more convenient to
n Mobiloil. Mobiloil has uni-
istribution. It is sold in bulk
quart; in 1-quart and 1-gallon
touring. The 5-gallon can (in
box) and the 10-gallon steel
drum (with faucet) are especially convenient for your home supply.

* * *

TODAY there is more to lubrication than buying oil by body, color, or crude stock. Yes, even more to lubrication than watching your oil gauge and saying, "Give me a quart of oil."

The thoughtful motorist is discovering this fact. Especially in these days when a new margin of safety is imperative in lubrication.

That is why he asks by name for the grade of Gargoyle Mobiloil specified for his car in the Mobiloil Chart of Recommendations.

GARGOYLE
Mobiloil
Make the chart your guide

New York, Chicago, Philadelphia, Boston, Buffalo,
rgh, Minneapolis, St. Louis, Kansas City, Dallas
the country

YOUR GUIDE

THE correct grades of Gargoyle Mobiloil for engine lubrication of prominent passenger cars and motor trucks are specified below.

The grades of Gargoyle Mobiloil are indicated by the letters shown below. "Arc." means Gargoyle Mobiloil Arctic.

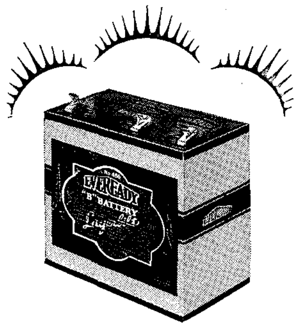
If your car is not listed here, see the complete Chart at your dealer's.

NAMES OF PASSENGER CARS AND MOTOR TRUCKS	1927		1926		1925		1924	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Auburn 6-66	....	....	A	A	A	A	....	....
“ 6-63 & 8 cyl.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
“ *(other models)*	A	Arc.	A	A	Arc.	Arc.	Arc.	Arc.
Autocar	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Buick	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac	BB	Arc.	BB	Arc.	A	Arc.	A	Arc.
Case Y	....	....	A	Arc.	Arc.	Arc.	Arc.	Arc.
“ *(other models)*	....	....	A	A	Arc.	Arc.	Arc.	Arc.
Chandler Special Six	A	A	....	....	....	....	....	....
“ *(other models)*	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Chevrolet	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chrysler 60, 70, 80	A	A	A	A	A	A	A	A
“ *(other models)*	A	Arc.	A	Arc.	A	Arc.	....	....
Cleveland 31	....	....	A	Arc.	A	Arc.	....	....
“ *(other models)*	....	....	A	A	A	A	A	Arc.
Cunningham	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Davis	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Diamond T	A	A	A	A	A	A	A	A
Diana	A	Arc.	A	Arc.	A	Arc.	....	....
Dodge Bros. (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Durant Four	....	....	A	Arc.	A	Arc.	Arc.	Arc.
Elcar (4 cyl.), 6-65	A	A	A	A	A	A	A	A
“ (8 cyl.)	A	Arc.	A	Arc.	A	Arc.	....	....
“ *(other models)*	A	Arc.	....	....	Arc.	Arc.	Arc.	Arc.
Erskine	A	Arc.	....	....	....	....	....	....
Essex	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Falcon	A	Arc.	....	....	....	....	....	....
Federal FW, X2, X5, X6, 1, 5, 6 ton	A	A	A	A	A	A	A	A
“ UB6, 3–3½ ton	A	Arc.	A	Arc.	Arc.	Arc.	....	....
“ *(other models)*	A	A	A	A	Arc.	Arc.	Arc.	Arc.
Federal Knight 80, 2 t.	A	Arc.	....	....	....	....	....	....
“ *(other models)*	B	Arc.	B	Arc.	B	Arc.	B	Arc.
Flint	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Ford	E	E	E	E	E	E	E	E
Franklin	BB	BB	BB	BB	BB	BB	BB	BB
Four Wheel Drive	A	A	A	A	A	A	A	A
G. M. C.	B	A	B	A	B	A	B	A
General Motors T20, T40, T50, 1, 2 ton	A	Arc.	....	....	....	....	....	....
Gardner (8 cyl.)	A	Arc.	A	Arc.	A	Arc.	....	....
“ *(other models)*	....	....	A	A	A	A	A	A
Garford 1¼–1½ ton	A	A	A	A	A	A	A	Arc.
“ *(other models)*	A	A	A	A	A	A	A	A
Graham Bros.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Gray	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Hudson	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.
International S, SD, 33, 43, 63, 103	A	Arc.	A	Arc.	A	Arc.	A	Arc.
“ *(other models)*	A	A	A	A	A	A	....	....
Jewett	....	....	A	Arc.	A	Arc.	A	Arc.
Jordan Six	A	Arc.	....	....	Arc.	Arc.	Arc.	Arc.
“ Eight	A	Arc.	A	Arc.	A	Arc.	....	....
Kissel (6 cyl.)	A	A	A	A	A	A	A	Arc.
“ (8 cyl.)	A	Arc.	A	Arc.	A	Arc.	....	....
Lincoln	A	A	A	A	A	A	A	A
Locomobile (6 cyl. & Jr. 8)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Mack	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Marmon (8 cyl.)	A	Arc.	....	....	....	....	....	....
“ *(other models)*	A	A	A	A	A	A	A	A
Maxwell	....	....	....	....	A	Arc.	A	Arc.
McFarlan Eight	A	Arc.	A	Arc.	....	....	....	....
“ *(other models)*	A	A	A	A	A	A	A	A
Moon	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Nash	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Oakland	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Oldsmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Overland	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Packard Six	A	Arc.	A	Arc.	A	Arc.	A	A
“ Eight	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Paige	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Peerless 60, 80 and 8	A	Arc.	A	Arc.	A	Arc.	A	Arc.
“ *(other models)*	A	A	A	A	A	A	A	A
Pierce-Arrow	A	A	A	A	A	A	A	A
Pontiac	A	Arc.	A	Arc.	....	....	....	....
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Republic 11X, 19, 20, 2, 3, 5 ton	....	....	....	....	Arc.	Arc.	Arc.	Arc.
“ 25-6, 3 ton	A	Arc.	A	Arc.	....	....	....	....
“ *(other models)*	A	A	A	A	A	A	A	A
Rickenbacker	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rolls Royce	A	A	A	A	A	A	A	A
Star	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Stearns Knight	BB	A	BB	A	BB	A	B	A
Stewart 9	....	....	....	....	Arc.	Arc.	....	....
“ 21, Bud. Stewart	A	Arc.	A	Arc.	....	....	....	....
“ *(other models)*	A	A	A	A	A	A	A	A
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Stutz	A	A	A	A	A	A	A	A
Velie	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Wills Sainte Claire	B	A	B	A	B	A	B	A
Willys Knight (4 cyl.)	....	....	B	Arc.	B	Arc.	B	Arc.
“ “ (6 cyl.)	A	Arc.	A	Arc.	A	Arc.	....	....
White 15, 20 & 20D, ¾ and 2 ton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ *(other models)*	A	A	A	A	A	A	A	A

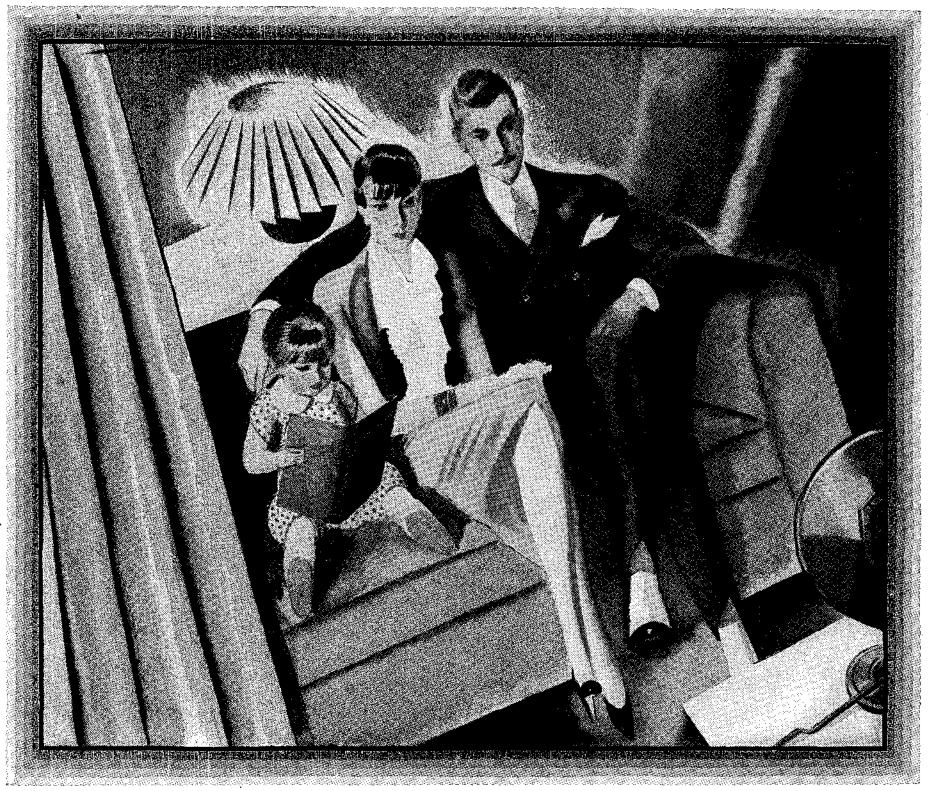
TRANSMISSION AND DIFFERENTIAL:

For their correct lubrication, use Gargoyle Mobiloil "C" or "CC" as recommended by complete Chart available at all dealers.

Restored Enchantment



This is the Eveready Layerbilt that gives you Battery Power for the longest time and the least money



Radio is better with Battery Power

THERE is no doubt of it—radio is better with Battery Power. And never was radio so worthy of the perfection of reception that batteries, and batteries alone, make possible. Today more than ever you need what batteries give—pure DC, Direct Current, electricity that flows smoothly, quietly, noiselessly, into your receiver. Then you are unconscious of its mechanism, for you do not hear it humming, buzzing, crackling. The enchantment of the program is complete.

Batteries themselves have improved, as has radio. Today they are equal to the demands of the modern receiver. Power your set with the Eveready Layerbilt "B" Battery No. 486. This is the battery whose unique, exclusive construction makes it last longer than any other Eveready. Could more be said? In most homes a set of Layerbilts lasts an entire season. This is the battery that brings you Battery Power with all its advantages, conferring benefits and enjoyments that are really tremendous compared with the small cost and effort of infrequent replacements. For the best in radio, use the Layerbilt.

EVEREADY
Radio Batteries
-they last longer

At a turn of the dial a radio program comes to you. It is clear. It is true. It is natural. You thank the powers of nature that have once more brought quiet to the distant reaches of the radio-swept air. You are grateful to the broadcasters whose programs were never so enjoyable, so enchanting. You call down blessings upon the authority that has allotted to each station its proper place. And, if you are radio-wise, you will be thankful that you bought a new set of "B" batteries to make the most out of radio's newest and most glorious season.

NATIONAL CARBON CO., INC. UCC New York — San Francisco
Unit of Union Carbide and Carbon Corporation

Tuesday night is Eveready Hour Night—9 P. M., Eastern Standard Time

WEAF—*New York*
WJAR—*Providence*
WEEI—*Boston*
WDAF—*Kansas City*
WFI—*Philadelphia*
WGR—*Buffalo*
WCAE—*Pittsburgh*
WSAI—*Cincinnati*
WTAM—*Cleveland*
WWJ—*Detroit*
WGN—*Chicago*
WOC—*Davenport*
WCCO {*Minneapolis*
St. Paul
KSD—*St. Louis*
WRC—*Washington*
WGY—*Schenectady*
WHAS—*Louisville*
WSB—*Atlanta*
WSM—*Nashville*
WMC—*Memphis*

Pacific Coast Stations—9 P. M., Pacific Standard Time

KPO—KGO—*San Francisco*
KFOA—KOMO—*Seattle*
KFI—*Los Angeles*
KGW—*Portland*

Have you heard the new Victor record by the Eveready Hour Group—orchestra and singers—in Middleton's Down South Overture and Dvořák's Goin' Home?

(*Continued from page 40*)

in the more than 300 theaters which he owned or controlled in the United States and Canada.

Pembroke, his home overlooking the Sound at Glen Cove, is one of the show places of Long Island, with Japanese and Italian gardens, spacious conservatories, indoor swimming-pools, shooting galleries, gymnasiums, and a theater which seats 150 persons. He bought the property from the estate of Capt. Joseph R. De Lamar.

His friends attribute his ascent to affluence to his keen business perspicacity, his honesty, and his capacity for hard work. His earlier days were fraught with many hardships. But his business instinct and courage asserted themselves from his boyhood.

Before he quit the public schools, which he did at the age of nine, he sold newspapers between school hours and formed a partnership with a pedler, with whom he acquired a horse and cart and sold lemons to stores and saloons in the Avenue B neighborhood, where he lived. One of his largest buildings now stands on the site of the house in which he was born.

Soon after he quit school he formed a partnership with another boy and published a weekly newspaper which they called *The East Side Advertiser*. Their equipment consisted mainly of the foot press by which they printed their paper and a small hand press with which they printed visiting cards as an auxiliary line. For the newspaper young Loew was editor, reporter, subscription and advertising manager. The publication achieved a circulation of 500 copies, which did not prove profitable, and Marcus took a machine job in a fur factory making dress trimmings. He learned the trade, and at the age of sixteen was head of the company's fur department.

At the end of two years he took several hundred dollars which he had saved and opened a small fur factory of his own. Within the year the establishment had failed, with a loss of $1,800. He then became a fur salesman and devoted four years to paying off the obligations incurred by his venture.

When he was twenty-three years old he acquired new capital and new associates and established another fur house. It was one of the eight fur houses in New York which survived the depression of 1895, and he was able to close his accounts with a favorable balance of only seven dollars. He came to his own rescue, however, by establishing a side-line in the manufacture and sale of velveteen capes, at that time popular, and his business flourished for several years.

He had the foresight, remarks the Utica *Press*, to see the possibilities of the movies, and he prospered accordingly. If Mr. Loew had not had the business genius to see more than an amusing scientific invention in moving pictures, comments the New York *Times*, he could not have made himself the great figure which he became in the film world. Moreover:

> His example and success are not unlike those of Henry Ford in the automobile industry. Novelties are all the time presenting themselves to the business man and the manufacturer. But it is only the penetrating and soundly judging mind that knows which of them can be turned into a source of great public utility, and so into riches.
>
> What other openings for special talent are now lying, unseen by most, in front of ambitious and capable young men? Some think that the airplane industry is one of them. It no doubt has a great future, but we see how wind and weather are all the while making a mock of many early hopes.

On account of failing health, Mr. Loew had been in retirement from active business for three years. His death will cause no change in the management of the extensive Loew enterprises, says the New York *World*, adding:

> One of the questions Mr. Loew's death brings into the foreground of public speculation, without much chance, however, of being answered, is the possible effect upon the present balance of power in the moving-picture industry. With Adolph Zukor, head of the Famous Players-Lasky-Paramount group, Mr. Loew dominated the moving-picture industry. In fact, at the time he merged the Metro with the Goldwyn and Louis B. Mayer Productions in 1924, it was said of Mr. Loew that he had supplanted Zukor and had become "the most influential and powerful single figure in the cinema industry."
>
> Denial has been made from time to time of charges there was a working agreement between the Loew and Zukor groups. It is well known, however, that Zukor and Loew had been extremely friendly ever since they were in the fur business together and laid the foundation for both their movie fortunes by opening a penny arcade in Fourteenth Street, and Marcus Loew's son, Arthur, is married to the former Mildred Zukor, daughter of Adolph Zukor.

MAKING THOSE YELLOWSTONE BRUINS BEHAVE LIKE HUMAN BEINGS

"POINT OUT THE GUILTY BEAR!" The speaker was Superintendent Horace M. Albright, and his face was stern. So were the faces of Sam Woodring, chief ranger, and others connected with the national park service. Rifles were handled thoughtfully. It was the first time one of Uncle Sam's bears had been within an ace of going on trial for its life—and "it takes a lot of evidence against a Yellowstone bear to have him executed," writes Arthur Chapman, Jr., of the park rangers. In this case the offense had been committed at the "bear dump" at Canyon, where crowds of tourists sometimes stand for two hours, watching until "late in the afternoon a shambling figure will emerge from the forest and make for the platform, where the choice titbits left from the hotel tables are deposited. Then will come another and another, and perhaps a mother bear with a brace of frisky cubs. Then the show will be on." Writing in the New York *Herald Tribune*, Mr. Chapman adds that a ranger with a loaded rifle stands guard, "but his chief duty is to keep the people from getting too close to the bears, as it is difficult to make many persons understand that these animals really are wild. Such accidents as occur are more often the fault of the people than the bears." But now one of the bears had bitten a man who was dumping garbage from a wagon. The man complained that the bear had been a nuisance all spring, and should be shot. Hence the stern demand: "Point out the guilty bear!" From which point we read on:

> The man wasn't quite sure until another bear came out of the woods. "There he is! The one that just came up."
>
> "No, it's that fellow over on the far end of the dump," said the accuser's companion, who was being held as a witness.
>
> "Well, gentlemen, make up your minds and tell me which one it was. We can't shoot them all, you know."
>
> The prosecution, after a few minutes' heated discussion, admitted that they couldn't agree, and the case was thrown out of court.
>
> It is not strange that, when each summer almost 200,000 tourists mingle with the 300 or so bears the park protects, that incidents like this should happen, but the bear is seldom at fault.
>
> Take the case of Jesse James, the "hold-up bear" of Yellowstone Park. She—for Jesse is really of the feminine persuasion—started her pirating a little early last season. A cub was with her and she may have figured it was going to take a longer time than usual to break the youngster into the ways of a highwayman. Here she was, with her tiny cub close at her heels, standing in the middle of the road. She had picked a narrow place on the Continental Divide road as she had done the year before, and business seemed to be exceptionally good the day I saw her. About ten cars had stopt at this point and she was visiting each one in turn, demanding food.
>
> Most of the cars were loaded with "sagebrushers," who, in the vernacular of the Yellowstone, are tourists carrying their own camping equipment with them. About fifth in line was a car with a Tennessee license plate. It was a big, expensive car, with a well-drest young couple in the back seat and a negro chauffeur behind the wheel. They were not sagebrushers, and ordinarily Jesse would have ignored them, but curiosity, or maybe it was the smell of a box of chocolates lying on the floor, made her single this car out. If the chauffeur could have run his automobile out of line and away from there he would have done so, but they were crowded too close together and the road was too narrow, so when Jesse stuck an inquisitive head over the top of the door the chauffeur let out a whoop and went over the other side.
>
> General havoc resulted. Jesse was so startled at this athletic exhibition that she fell over backward and landed on the cub. The cub yipped like a licked pup and took refuge under the machine. Jesse blamed the driver from Tennessee for everything that had happened and lit out after him. She "treed" him in a sedan that some sympathetic person had opened for him. The bear soon forgot the incident and went on begging food, but the chauffeur returned to his own car against his will, saying that the sooner he got out of this here park the better he would like it.

The bears did much to enliven President Coolidge's visit to the park, says Ranger Chapman, and one is prepared to believe it after reading this lively incident:

> Last September, in one of the auto camps in Yellowstone Park,

OMAHA

When Lincoln stood on the heights of Council Bluffs and looked across the Missouri at the little frontier village that marked the beginning of the overland trail, he was already visualizing the sweep of empire westward across the billowing green and golden plains.

But even Lincoln could not foresee the astonishing growth of Omaha!—or its sister, Council Bluffs, already springing up about him! Great buildings, enormous grain elevators, vast stock-yards, with twelve railroad systems pouring the wealth of one of the richest agricultural regions of the world into its storehouses. A city-state like ancient Nineveh rising proudly upon its teeming plains. A great independent metropolis distinguished for its varied commerce and its culture.

Location: Astride the broad trail that leads West; dominating the middle reaches of the Missouri River; the natural metropolis for the vast region that includes Nebraska, Wyoming, and sections of adjoining states—a region more than twice the size of all New England.

Population: Within Omaha's corporate limits, 215,000; within a radius of 50 miles, 500,000 divided among 154 towns and 29,330 farms. All within shopping distance of Omaha and Council Bluffs.

Manufactures: Annual output of packing industry, $210,000,000. Smelter products, $46,000,000. Omaha leads the country in the production of pig lead, is third in packing-house products, and is the greatest butter manufacturing center in the world, 55,000,000 pounds. Flour mill products, agricultural implements, bakery products, share largely in the output of Omaha's 600 manufacturing plants.

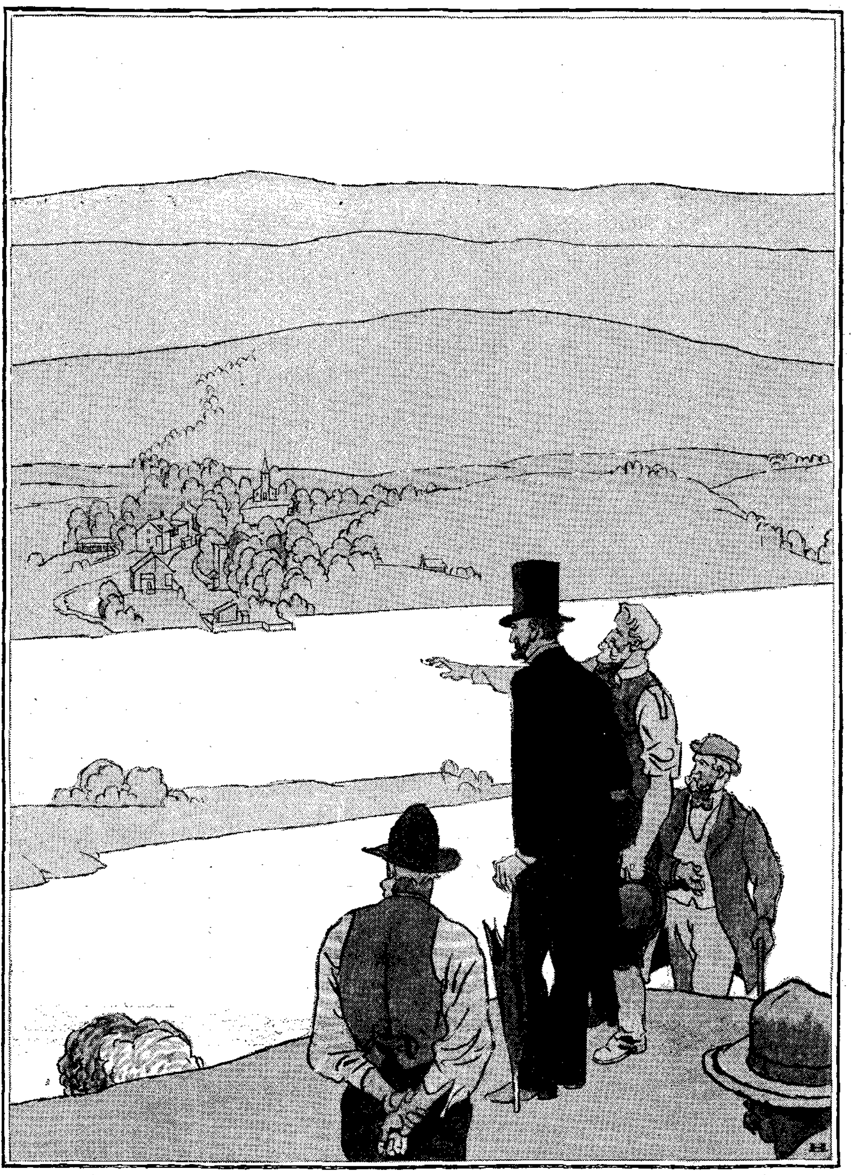
Trade: Wholesale territory embraces 1500 towns; 310,000 farms averaging 390 acres. Crop value, $2,000,000,000; livestock on farms, $1,000,000,000. Bank deposits, $1,500,000,000. Omaha is leading retail center between Chicago and Denver; annual business, $157,500,000.

Transportation: Twelve railroads converge at Omaha and Council Bluffs as through a great gate. The chief outlet from Omaha to Chicago and points eastward is the Chicago, Milwaukee & St. Paul Railway.

A natural metropolis

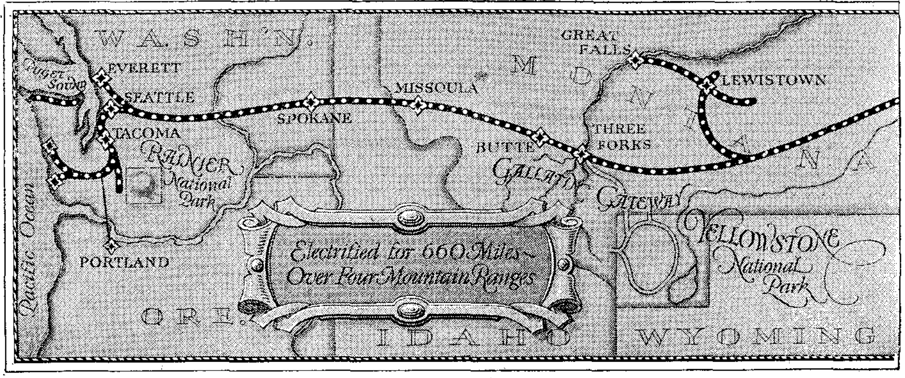
Born on the edge of the prairies, Omaha and Council Bluffs have grown from the richness of an incomparable soil. There is an opulent conservatism about it that has insured steady growth. Living wealth—the value of growing animate things—of an inexhaustible nature is a positive guarantee of Omaha's inevitable progress and expansion.

Omaha's history is rich and varied, colored by the turbulent adventures of explorers, fur-traders, Indian wars, and the migrations of the Forty-niners. It is a city of varied interests, of fine homes, of splendid country clubs, of exceptional educational facilities. With a population over 85% native born American, it is a metropolis worthily placed in the center of the nation.



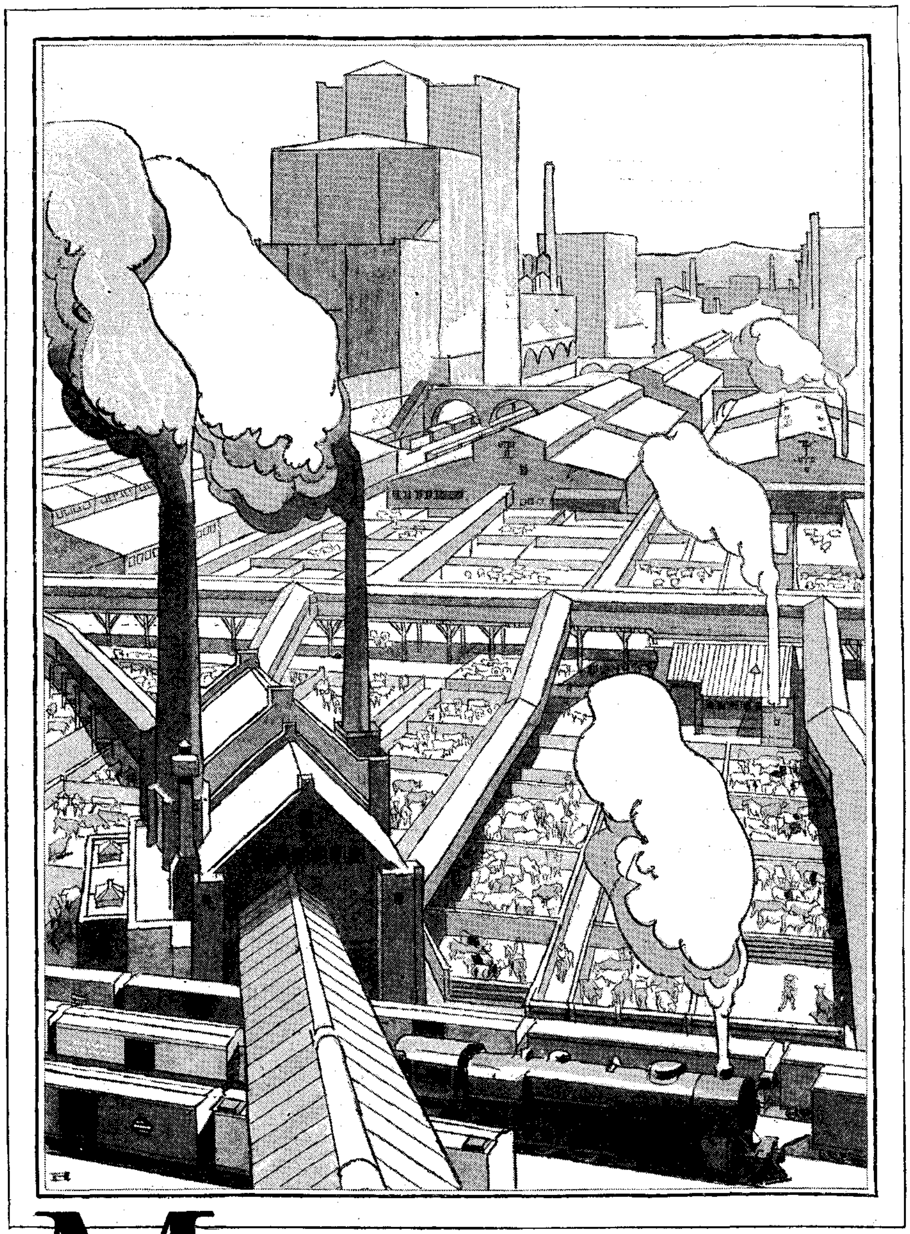
SHORTEST AND MOST MODERN
ROUTE TO THE
PACIFIC AND FAR EAST

The



The recognized route between Chicago, Milwaukee and Twin Cities,

—the Western Gate



A network of polished rails

The run from Chicago to Omaha over the Chicago, Milwaukee & St. Paul Railway is only an overnight interlude in business between these two great cities. Business conferences are often continued on the splendid Milwaukee trains that serve the Western Gate.

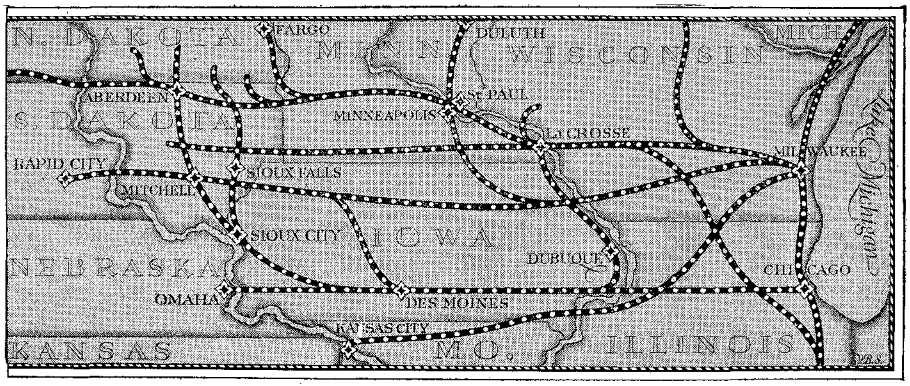
The Milwaukee Road not only serves Omaha with a trunk line across golden Iowa, but it serves with equal facility the great metropolis that is the pride of all the Southwest—Kansas City. Its vast system, extending along 11,000 miles of track, operated by 60,000 employees, forms a network linking all important centers northwest of the lower Mississippi Valley. From Chicago to Kansas City, Sioux City and Omaha; to the Twin Cities and Duluth; to Milwaukee and the Upper Michigan Peninsula; to Puget Sound and the Pacific. Spur lines and feeders tap vast resources of raw materials.

The Milwaukee Road is the shortest link with the Pacific Northwest. For 660 miles over four mountain ranges—the Belt, the Bitter Root, the Rockies, the Cascades, to shipside—*it is electrified.* This is one of the greatest achievements in railroading. Another revolutionary advance has been the adoption of *roller bearings* for passenger cars—the first time this has been done in the history of railroad transportation.

Splendid trains to serve you

If you wish to visit Omaha on your way to the Coast, the *Pacific Limited* is the train to take. If you are going to Kansas City, go by the *Southwest Limited.* The famous *Pioneer* takes you to the Twin Cities. Then there is *The Olympian,* the de luxe limited that travels to shipside at Seattle or Tacoma, after passing the most beautiful and diversified scenery in America, through a new empire bursting ripe with opportunities!

MILWAUKEE ROAD



Kansas City, Omaha, Des Moines, Sioux City, Butte, Spokane, Seattle, Tacoma

To Puget Sound
The Chicago Milwaukee and St. Paul Railway
Electrified

Chicago, Milwaukee & St. Paul Railway
Room 884, Union Station, Chicago, Ill.

Make a check before the region that interests you. We have the closest co-operation with Chambers of Commerce and other business organizations who will supply you with detailed information.

- ☐ Puget Sound
- ☐ Inland Empire
- ☐ Industrial Montana
- ☐ Kansas City
- ☐ Agricultural Montana
- ☐ Eastern Dakotas
- ☐ Omaha—The Western Gate
- ☐ Minneapolis-St. Paul
- ☐ Wisconsin
- ☐ Iowa
- ☐ Upper Missouri R. Valley

Name ______________________________

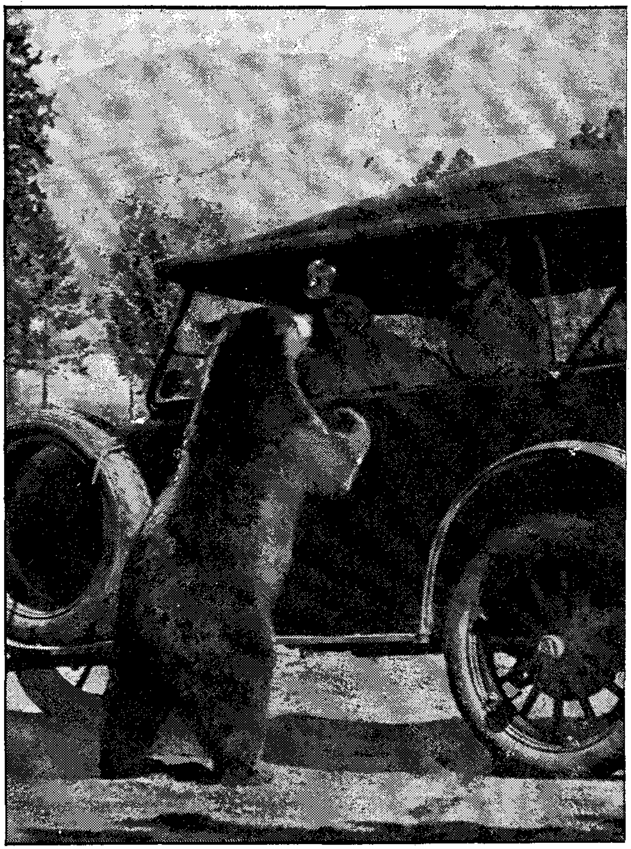
Street ______________________________

2-J

City ______________________________

a rather large brown bear was paying a tent-to-tent call on the campers, begging for anything they could give him in the way of food. At one tent the cook had just gone out for a pail of water, leaving a kettle of beef soup simmering on the little gasoline stove. Mr. Bear, seeing nobody at home, entered the tent and stuck a curious nose in the piping hot soup. He went right through the back of the tent, like a clown jumping through a paper drum at the circus.

About a hundred feet away a small black bear was making the rounds of the garbage-cans, upsetting each one and searching it very methodically. The brown bear, seeing that there was no one else in the neighborhood, must have decided that the little fellow was to blame for his scalded nose, for he took out after him, growling at each leap. It wasn't long before the black bear was at the top of the tallest tree in the camp grounds, with the brown bear half-way up behind him. Due to the slenderness of the tree trunk at the point where the big bear was, he was unable to climb any farther, so, after a few minutes spent thinking it over, he came down. The cub waited until he was quite sure the big fellow's nose and temper had cooled off, and came down, too, no doubt thanking his mother on the way down for teaching him to use a lodgepole pine to the best advantage in a pinch.



Photograph by courtesy of Arthur Chapman, Jr.

WHEN BRUIN TURNS HIGHWAYMAN

Holding up parties of "sagebrushers" (tourists carrying their own camping equipment) is all in the day's work of Uncle Sam's semi-tame bears.

When it comes to a question of food a bear will eat almost anything and do almost anything to get it, says Mr. Chapman, and he goes on to relate:

During the winter in Yellowstone all buildings are boarded up heavily as a protection from the bears. At Old Faithful Inn last winter a bear got into the building through a small opening used for electric-light cables that the carpenters had forgotten to board up. The bear liked the accommodations at the inn and decided to spend the winter there. It took a ranger and the winter keeper two days to change the bear's mind.

One of the ranger stations at Old Faithful was abandoned early in the fall. All of the storm windows were up but one. There was about two hundred pounds of rations left in the dining hall and one night a black bear went right through the window, pane and all, after the sugar and bacon he smelled. He broke all but one piece of china in the dining-room and managed to upset and break a kerosene lamp. What a mess there was to clean up the following day! The provisions he hadn't eaten were soaked with kerosene or stolen. We kept him away from the window in the future by hanging a cow-bell where he would ring it every time he reached for the sill.

Bears dislike noise of any sort. During the early part of last fall I was stationed for a short time near the canyon of the Yellowstone River. I was alone at the ranger station, and, of course, I did my own cooking. Cooking for one's self is a rather tiresome business and I used to make as little work of it as possible. Consequently bacon, being easy to keep and just as easy to cook, was a large part on my menu. It was a poor choice, for if there is anything a bear likes better than bacon it is more bacon. Two bears pestered the life out of me. One of them would stick around in the daytime and the other and larger one would go on night duty to see to it that I didn't get any sleep.

There was a small window in the back door of the ranger station, with the glass out of it. It had been boarded over to some extent, and every night the big bear would worry at the planks. I would wake up each night and listen to this night prowler tear off strips of planking with his claws and teeth. Of course I would have to get up and chase him away. The first few nights I would tiptoe out into the kitchen, open the door suddenly and bat him with a piece of stove wood. He would pretend to be very much excited and run away, but in an hour or so he would be back clawing at my kitchen door again.

I stood this for a few nights, but the bears were wearing me down. In desperation I hung a tin pail full of flat irons, stove lids, tin cans—anything that would make a noise—over the spot where the brown bear stood when he reached for my window. I had the pail balanced on a trigger arrangement. The trigger release was a cotton thread running down to the window. When the thread was broken the pail would fall. That was the principle of the thing, and the following night it worked. The noise of the pail crashing on the floor and rolling down the steps startled me, but after I had collected my scattered wits I opened the door to see what had become of the bear.

Outside of this door was a landing with five or six steps to the ground. A heavy two-by-four railing framed both the landing and the stairs—or did before that night. Bruin had left the porch so fast that he took the railing along with him. When I came out the next morning there was one part I could not find, and I never saw the bear or that piece of the railing again.

The "gear jammer" of one of the buses from Old Faithful to Lake Yellowstone stopt on the Continental Divide hill to let a load of "dudes" watch the antics of a mother bear and her cub. Pictures were snapt and everybody seemed happy, with the exception of one man. He wanted a picture of the cub alone. In spite of the driver's warning he stept out of the bus and stood between the mother and the cub. When he got out he was a well-drest man wearing a pair of light flannel knickers. But when he got in again he finished the rest of the trip with a blanket wrapt around him. The mother bear, thinking her cub was in danger, took the seat out of his knickers with a sweep of her paw. Ordinarily the bear would have been as peaceful as you please and would have been more than obliging about posing for pictures, but when the man stept in between her and the cub—. The man was lucky to get out with only a tailor bill.

In spite of all that is said and done about it, visitors to Yellowstone insist on feeding the bears out of their hands. I have seen people who would never go near a stray dog hold a piece of bacon between their teeth and let the bear take it from them. And they wonder why the bear, who is nothing more nor less than a wild animal who has become accustomed to seeing humans for three months out of the year, bites or scratches them. I would not think of letting a bear come within striking distance of me, and I think all of the other rangers in Yellowstone will echo my sentiments.

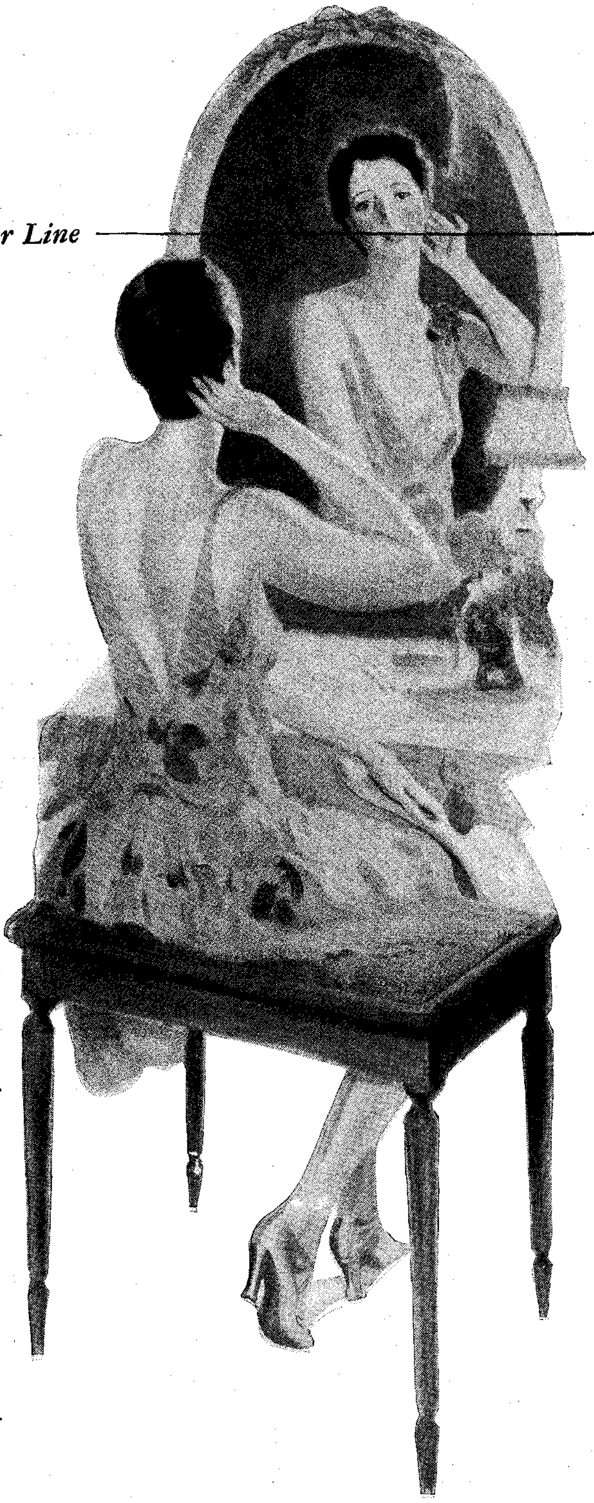
While riding through the woods one day on a quest for forest fires I heard a pine squirrel scolding away at a great rate. I resolved to see what it was that was annoying him, so I dismounted and walked quietly over to where the noise was coming from. It was fall, and the squirrel was cutting pine cones and trimming them up to store away for the winter. He was certainly mad, and he had a right to be. A big fat bear was sitting, or rather lying, on a little pile of cones he had thrown down from the tree.

They were a funny pair—the bear and the little squirrel. The squirrel was literally hopping mad. He was out on the end of a long limb, jumping up and down in his agitation. His tiny, white-rimmed eyes were blazing and his chatter could have been heard for a mile. The bear had found two logs that had fallen across each other and formed a "V." In this "V" was the bear, lying on his back, with his shoulders in the crotch of logs, scratching himself.

Finally, the bear thought it was about time to move on, so he yawned and got to his feet. Satisfied, he walked off into the woods. Down came the squirrel to see if any of the pine nuts were missing. While he was checking up on his little pile of cones he chattered to himself, probably saying things about bears in general that would never get into print.

Practicing dentists reveal a beauty secret

They say you must guard The Danger Line to preserve the vital fascination of good health



Guard The Danger Line —— ***where teeth meet gums***

EVERY year, millions of women waken to the vital importance of proper care of their teeth and gums. For there is a mass of evidence which says: "If your teeth decay; if your gums weaken and become diseased, gradually your health will go. Those priceless assets, beauty and charm, will become but hollow shells, apt to crumble at any minute."

But what is proper care? How can the average person, busy with the affairs of every-day life, give her teeth and gums effective protection?

That the question might be answered by highest authorities, E. R. Squibb & Sons asked a world-famous research institution to make an investigation that would include the entire dental profession. 50,000 practicing dentists were asked certain questions relating to mouth hygiene. Here is a summary of their replies:

95% *of the answers agree that acids most frequently cause tooth decay and gum irritation.*

95% *of the answers state that the most serious trouble occurs at the place where teeth meet gums—known as The Danger Line.*

85% *state that the best product to prevent these acids from causing decay and irritating the gums is Milk of Magnesia.*

The result of this investigation is truly overwhelming evidence of the soundness of the Squibb warning to guard The Danger Line.

Millions of people have found that Squibb's Dental Cream gives adequate protection because it is made with more than 50% of Squibb's Milk of Magnesia. Every time you use it, tiny particles of the Milk of Magnesia are forced into every pit and crevice in sufficient quantity to neutralize the acids and give protection for a long time after use.

Squibb's Dental Cream is a truly scientific dentifrice—safe—effective. It cleans beautifully. It is pleasant to use, delicately flavored. Because it contains no harsh abrasives, it is absolutely safe in the mouths of all.

Brush your teeth regularly with Squibb's Dental Cream. See your dentist regularly. Then you will know that your teeth, your gums, your health and charm, are safeguarded. At all druggists, only 40c for a large tube.

E. R. Squibb & Sons, New York, Manufacturing Chemists to the Medical Profession since 1858.

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Squibb's
Dental
Cream

SQUIBB'S DENTAL CREAM

The "Priceless Ingredient" of Every Product is the Honor and Integrity of Its Maker

A LOOK INSIDE A MEXICAN INDIAN'S HEAD

BIG WHITE MONKEYS we appear—to an Indian from the hills in Mexico—and such an Indian is Rosalino, late *mozo* (servant) to D. H. Lawrence. As seen by Rosalino, the white monkey is an extraordinary creature that, "by cunning, has learned lots of semi-magical secrets of the universe and made himself boss of the show." One of those secrets enables him to know the time. As we are told, "to a Mexican and an Indian, time is a vague, foggy reality. There are only three times: *en la mañana, en la tarde, en la noche:* in the morning, in the afternoon, in the night. There is even no midday, and no evening." With horror, Rosalino learned that "to the white monkey there are exact spots of time, such as five o'clock, half-past nine. The day is a horrible puzzle of exact spots of time." Then, too, the white monkey knows "invisible distances called two miles, ten miles. To the Indians, there is near and far, very near and very far," but "two miles are as good as twenty to him, for he goes entirely by his feelings." Thus, "if twenty miles feel near and familiar, it is not far. Oh, no, it is just a little distance! And he will let you set off in the evening, for night to overtake you in the wilderness, without a qualm. It is not far." Writing of Rosalino in "Mornings in Mexico" (Knopf), Mr. Lawrence tells us:

> *Mañana*, to the native, may mean to-morrow, three days hence, six months hence, and never. There are no fixt points in life, save birth and death, and the *fiestas*. The fixt points of birth and death evaporate spontaneously into vagueness. And the priests fix the *fiestas*. From time immemorial priests have fixt the *fiestas*, the festivals of the gods, and men have had no more to do with time. What should men have to do with time?
>
> The same with money. These *centavos* and these *pesos*, what do they mean, after all? Little discs that have no charm. The natives insist on reckoning in invisible coins, coins that don't exist here, like *reales* or *pesetas*. If you buy two eggs for a *real* you have to pay twelve and a half *centavos*. Since also half a *centavo* doesn't exist, you or the vendor forfeit the non-existent.
>
> The same with honesty, the *meum* and the *tuum*. The white man has a way of remembering, even to a *centavo*, even to a thimbleful of *mescal*. Horrible! The Indian, it seems to me, is not naturally dishonest. He is not naturally avaricious, has not even any innate cupidity.
>
> He doesn't care. He doesn't even like keeping money. His deep instinct is to spend it at once, so that he needn't have it. He doesn't really want to keep anything, not even his wife and children. Nothing that he has to be responsible for. Strip, strip, strip away the past and the future, leave the naked moment of the present disentangled.

However, "the great white monkey has got hold of the keys of the world," and so—

> The black-eyed Mexican has to serve the great white monkey in order to live. He has to learn the tricks of the white monkey-show: time of the day, coin of money, machines that start at a second, work that is meaningless and yet is paid for with exactitude, in exact coin. A whole existence of monkey-tricks and monkey-virtues. The strange monkey-virtue of charity, the white monkeys nosing round to help, to save! Could any trick be more unnatural? Yet it is one of the tricks of the great white monkey.
>
> If an Indian is poor, he says to another: I have no food; give me to eat. Then the other hands the hungry one a couple of *tortillas*. That is natural. But when the white monkeys come round, they peer at the house, at the woman, at the children. They say: "Your child is sick. *Si, Señor*. What have you done for it?—Nothing. What is to be done?—You must make a poultice. I will show you how."
>
> Well, it was very amusing, this making hot dough to dab on the baby. Like plastering a house with mud. But why do it twice? Twice is not amusing. The child will die. Well, then, it will be in Paradise. How nice for it! That's just what God wants of it, that it shall be a cheerful little angel among the roses of Paradise. What could be better?
>
> How tedious of the white monkey coming with the trick of salvation, to rub oil on the baby, and put poultices on it, and make you give it medicine in a spoon at morning, noon, and night. Why morning and noon and night? Why not just any time, any when? It will die to-morrow if you don't do these things to-day! But to-morrow is another day, and it is not dead now, so if it dies at another time, it must be because the other times are out of hand.
>
> Oh, the tedious, exacting white monkeys, with their yesterdays and to-days and to-morrows! To-morrow is always another day, and yesterday is part of the encircling never. Why think outside the moment? And inside the moment one does not think! It is one of the white-monkey tricks. He is a clever monkey. But he is ugly, with screwed-up faces, and we have good warm-brown flesh. If we have to work for the white monkey, we don't care. His tricks are half-amusing. And one may as well amuse oneself that way as any other. So long as one is amused.
>
> So long as the devil does not rouse in us, seeing the white monkeys forever mechanically bossing, with their incessant tick-tack of work. Seeing them get the work out of us, the sweat, the money, and then taking the very land from us, the very oil and metal of our soil.
>
> They do it! They do it all the time. Because they can't help it. Because grasshoppers can but hop, and ants can carry little sticks, and white monkeys can go tick-tack, tick-tack, do this, do that, time to work, time to eat, time to drink, time to sleep, time to walk, time to ride, time to wash; time to look dirty, tick-tack, tick-tack, time, time, time, time! time!

Fortunately, the "white-monkey tricks" amuse Rosalino, who "is ready to work for the white monkeys, to learn some of their tricks, their monkey-speech of Spanish, their tick-tack ways." As Mr. Lawrence relates:

> He works for four *pesos* a month, and his food: a few *tortillas* (corn-meal pancakes). Four *pesos* are two American dollars: about nine shillings. He owns two cotton shirts, two pairs of calico pantaloons, two blouses, one of pink cotton, one of darkish flannelette, and a pair of sandals. Also, his straw hat that he has curled up to look very jaunty, and a rather old, factory-made, rather cheap shawl, or plaid rug with fringe. Nothing more.
>
> His duty is to rise in the morning and sweep the street in front of the house, and water it. Then he sweeps and waters the broad, brick-tiled verandas, and flicks the chairs with a sort of duster made of fluffy reeds. After which he walks behind the cook—she is very superior, had a Spanish grandfather, and Rosalino must address her as *Señora*—carrying the basket to market. Returned from the market, he sweeps the whole of the *patio*, gathers up the leaves and refuse, fills the pannier-basket, hitches it up on to his shoulders, and holds it by a band across his forehead, and thus, a beast of burden, goes out to deposit the garbage at the side of one of the little roads leading out of the city. Every little road leaves the town between heaps of garbage, an avenue of garbage blistering in the sun.
>
> Returning, Rosalino waters the whole of the garden and sprinkles the whole of the *patio*. This takes most of the morning. In the afternoon, he sits without much to do. If the wind has blown or the day was hot, he starts again at about three o'clock, sweeping up leaves, and sprinkling everywhere with an old watering-can.
>
> Then he retreats to the entrance-way, the *Zaguán*, which, with its big doors and its cobbled track, is big enough to admit an ox-wagon. The *Zaguán* is his home: just the doorway. In one corner is a low wooden bench about four feet long and eighteen inches wide. On this he screws up and sleeps, in his clothes as he is, wrapt in the old *serape*.
>
> But this is anticipating. In the obscurity of the *Zaguán* he sits and pores, pores, pores over a schoolbook, learning to read and write. He can read a bit, and write a bit. He filled a large sheet of foolscap with writing quite nice. But I found out that what he had written was a Spanish poem, a love-poem, with *no puedo olvidar* and *voy a cortar*—the rose, of course. He had written the thing straight ahead, without verse-lines or capitals or punctuation at all, just a vast string of words, a whole foolscap sheet full. When I read a few lines aloud, he writhed and laughed in an agony of confused feelings. And of what he had written he understood a small, small amount, parrot-wise, from the top of his head. Actually it meant just words, sound, noise, to him: noise called *Castellano*, Castilian. Exactly like a parrot.
>
> From seven to eight he goes to the night school, to cover a bit more of the foolscap. He has been going for two years. If he goes two years more he will perhaps really be able to read and write six intelligible sentences: but only Spanish, which is as foreign to him as Hindustani would be to an English farm boy. Then if he can speak his quantum of Spanish, and read it and write it to a very uncertain extent, he will return to his village two days' journey on foot into the hills, and then, in time, he may even rise to be an *alcalde*, or headman of the village, responsible to the Government. If he were *alcalde* he would get a little

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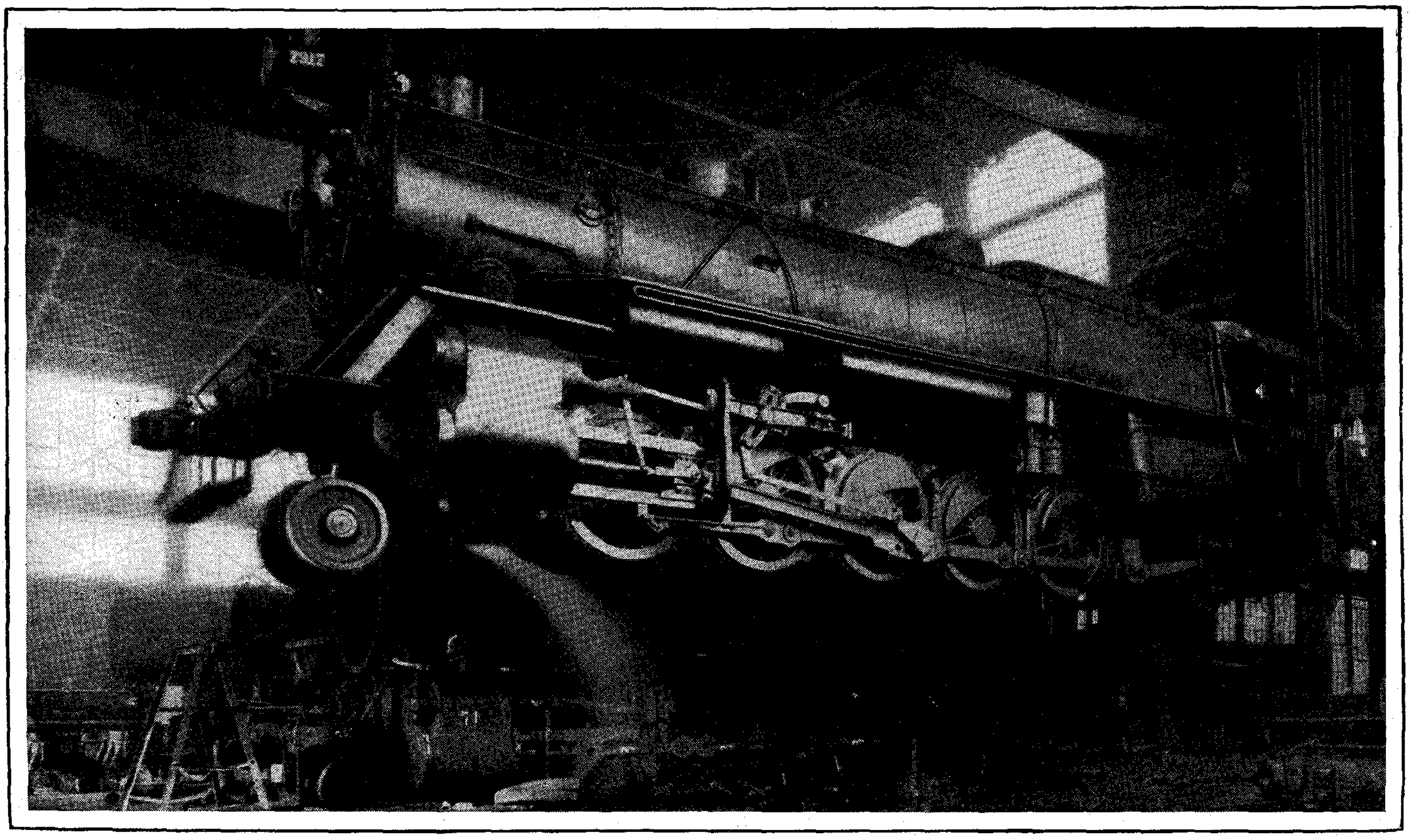

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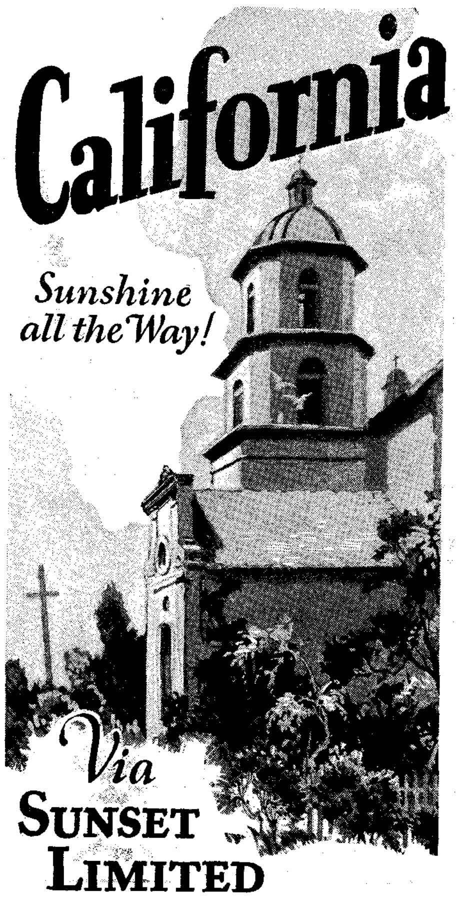

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Southern Pacific Lines

PERSONAL GLIMPSES
Continued

salary. But far more important to him is the glory: being able to boss.

The first time that Rosalino had anything to do for his employer was when a van arrived bringing a piece of furniture, and it was then that Mr. Lawrence discovered how temperamental he could be. The story runs on:

There was Aurelio, the dwarf *mozo* of our friends, and Rosalino, and the man who drove the wagon. But there should have been also a *cargador*—a porter. "Help them," said I to Rosalino. "You give a hand to help." But he winced away, muttering, "*No quiero!*—I don't want to."

The fellow, I thought to myself, is a fool. He thinks it's not his job, and perhaps he is afraid of smashing the furniture. Nothing to be done but to leave him alone.

We settled in, and Rosalino seemed to like doing things for us. He liked learning his monkey-tricks from the white monkeys. And since we started feeding him from our own meals, and for the first time in his life he had real soups, meat-stews, or a fried egg, he loved to do things in the kitchen. He would come with sparkling black eyes: "*He comido el caldo. Gracias!*" ("I have eaten the soup. Thank you.")—And he would give a strange, excited little yelp of a laugh.

Came the day when we walked to Huayapa, on the Sunday, and he was very thrilled. But at night, in the evening when we got home, he lay mute on his bench—not that he was really tired. The Indian gloom, which settles on them like a black marsh-fog, had settled on him. He did not bring in the water—let me carry it by myself.

Monday morning, the same black reptilian gloom, and a sense of hatred. He hated us. This was a bit flabbergasting, because he had been so thrilled and happy the day before. But the revulsion had come. He didn't forgive himself for having felt free and happy with us. He had eaten what we had eaten, hard-boiled eggs and sardine sandwiches and cheese; he had drunk out of the orange-peel *taza*, which delighted him so much. He had had a bottle of *gazoosa*, fiz, with us, on the way home, in San Felipe.

And now, the reaction. He had been happy, therefore we were scheming to take another advantage of him. We had some devilish white-monkey trick up our sleeve; we wanted to get at his soul, no doubt, and do it the white monkey's damage. We wanted to get at his heart, did we?

He hated us, and gave off a black steam of hate, that filled the *patio* and made one feel sick. He did not come to the kitchen, he did not carry the water. Leave him alone.

All the morning this lasted, and at noon he announced that he wished to leave. Asked why, he replied that he wanted to return to his village—

At lunch time on Monday he said he wanted to leave. Why? He said he wanted to go back to his village.

Very well. He was to wait just a few days, till another *mozo* was found.

At this a glance of pure, reptilian hate from his black eyes.

He sat motionless on his bench all the afternoon, in the Indian stupor of gloom and profound hate. In the evening, he cheered up a little and said he would stay on, at least till Easter.

Tuesday morning. More stupor and gloom and hate. He wanted to go back to his village at once. All right! No one wanted to keep him against his will. Another *mozo* would be found at once.

He went off in the numb stupor of gloom and hate, a very potent hate that could affect one in the pit of one's stomach with nausea.

Tuesday afternoon, and he thought he would stay.

Wednesday evening, and he wanted to go.

Very good. Inquiries made; another *mozo* was coming on Friday morning. It was settled.

Thursday was *fiesta*. Wednesday, therefore, we would go to market, the Niña—that is the mistress—myself, and Rosalino with the basket. He loved to go to market with the *patrones*. We would give him money and send him off to bargain for oranges, pitahayas, potatoes, eggs, a chicken, and so forth. This he simply loved to do. It put him into a temper to see us buying without bargaining, and paying ghastly prices.

He bargained away, silent almost, muttering darkly. It took him a long time, but he had far greater success than even Natividad, the cook. And he came back in triumph, with much stuff and little money spent.

So again that afternoon, he was staying on. The spell was wearing off.

The Indians on the hills have a heavy, intense sort of attachment to their villages; Rosalino had not been out of the city for two years. Suddenly finding himself in Huayapa, a real Indian hill-village, the black Indian gloom of nostalgia must have made a crack in his spirits. But he had been perfectly cheerful—perhaps too cheerful—till we got home.

Again, the *Señorita* had taken a photograph of him. They are all crazy to have their photographs taken. I had given him an envelop and a stamp, to send a photograph to his mother. Because in his village he had a widow mother, a brother, and a married sister. The family owned a bit of land, with orange-trees. The best oranges come from the hills, where it is cooler. Seeing the photograph, the mother, who had completely forgotten her son, as far as any keen remembering goes, suddenly, like a cracker going off inside her, wanted him; at that very moment. So she sent an urgent message.

But already it was Wednesday afternoon. Arrived a little fellow in white clothes, smiling hard. It was the brother from the hills. Now, we thought, Rosalino will have some one to walk back with. On Friday, after the *fiesta*, he would go.

Thursday, he escorted us with the basket to the *fiesta*. He bargained for flowers, and for a *serape*, which he didn't get, for a carved *jicara*, which he did get, and for a number of toys. He and the Niña and the *Señorita* ate a great wafer of a pancake with sweet stuff on it. The basket grew heavy. The brother appeared to carry the hen and the extra things. Bliss.

He was perfectly happy again. He didn't want to go on Friday; he didn't want to go at all. He wanted to stay with us and come with us to England when we went home.

So, another trip to the friend, the Mexican, who had found us the other *mozo*. Now to put off the other boy again: but then, they are like that.

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VIVE SISOWATH! OH, LA, LA, LA, LA!

With his hundred wives and his hundred dancing girls, merry old King Sisowath, of Cambodia, swooped down on Paris in the days when "the peek-a-boo waist was at its height," we are told, and glorious was his coming, to-day recalled by the news that merry old King Sisowath lies dead in his palace at Sho-Penh in the interior of French Indo-China. "Now there was a king," cries George R. Witte. "Paris has given most of the rulers of the earth the once-over, but there were few who lived up to the tradition of what a king should be as completely as Sisowath of Cambodia, whose house is said to date back 3,000 years." In an article copyrighted by the Press Publishing Company (New York *World*), Mr. Witte tells us that tho "when King Sisowath was crowned in 1906 he had reached the venerable age of sixty-six, the *joie-de-vivre* still ran in his veins, and as soon as the coronation festivities were over he journeyed to Paris to pay his respects to President Fallières." As Mr. Witte relates,

> The King of Cambodia arrived as a real potentate from ancient Asia should. The jewels worn by him and his entourage were worth 100,000,000 francs, and the French police temporarily suspended all other activities to guard the wearers of this treasure.
>
> The King also brought with him the Sacred Sword of Cambodia, reputed to be 3,000 years old, and studded with jewels valued at $3,000,000, and the Three Bakous, guardians of the sword, whom rumor soon invested with all the mystery and glamour of fabled giants.
>
> The 100 dancing girls were covered with diamonds, rubies, emeralds, topazes, carbuncles, tourmalines and sapphires, and those who saw them heartily approved of King Sisowath's name for them: The Living Jewels.
>
> But their costume for the Sacred Dance was as unique as it was costly. For it consisted of gold wire fitting tight to the figure and more concealing than silk, and President Fallières and Madame Fallières, who were pious folk and hesitated before allowing the Cambodian ballet to appear before them, later admitted their scruples had been unfounded.
>
> In addition to the gold-wire costume, the dancers wore a gold helmet incrusted with diamonds, emeralds, and rubies set in a design which dated back to 1000 B. C.
>
> Rodin, the famous sculptor, was among those invited to see the ballet dance. And he went crazy over the dancing girls. He spent many days watching and sketching them, winning their confidence by giving them little presents as if they were small children: candies, toys, beads, fruit and other trifles. They pouted and sulked unless he came to them with his pockets bulging with these gifts. But Rodin was happy, and even thought for a while of traveling back to Cambodia with them.

Dipping into Rodin's reminiscences, Mr. Witte quotes these joyously enthusiastic paragraphs:

> "Never was the human form carried to greater perfection. These Cambodians have movements I had never seen—never would have thought possible to the human body. Antique sculpture in its interminable richness has not revealed these movements to us.
>
> "They are full of movement; there is a rhythmic shudder that passes along them from the tips of the right-hand fingers to the tips of the left-hand fingers, undulating through the shoulders, that is a veritable joy, an undreamed of delight to the artist. From their earliest childhood they are trained to use muscles that we never use, to make, in perfect harmony with their ancient music, exquisite movements whose secret springs are hidden from our knowledge.
>
> "In their forms these dancing women are beautiful—admirably, wonderfully beautiful. Their lines astonish. I think of the noble, severe simplicity of the Egyptian granite. The costumes are most beautiful in themselves; they reveal every line of the body. It is a complicated beauty of adornment through which the beauty of the human line shows superbly, unspoiled."

Readers of *L'Illustration* recall its charming pictures of the Cambodian dancers. As Mr. Witte reminds us, they were "the rage of Paris during their stay, and appeared before the highest aristocracy and at Embassies and Legations." Meanwhile jolly old King Sisowath was arriving at an appreciation of the Parisiennes, who reminded him of "the heaven-born nymphs of Indian legends." However—

> His ideas on women's clothes were far ahead of his time, and if he had visited Paris again before his death he would have found that his ideas had been approved and adopted by the Western world.
>
> "The women in this part of the world wear too many clothes," said King Sisowath, after he had been in Paris for some time. "Your women should wear no more than two garments, one fitting close to the skin and the other covering the first. Besides, your women harness themselves so tight that none of their motions are free. At least they should have their legs entirely free."
>
> But that the King did not devote all his time to platonic studies of the eternal feminine during his stay in Paris was brought out two years later during the celebrated trial of Madame Steinheil, who was accused of the murder of her artist husband and her stepmother.
>
> Madame Steinheil, on the witness stand, told of meeting King Sisowath at the Longchamps races. He was sitting in the Presidential box when he espied her, and an ardent flirtation resulted. It took the full force of the master of ceremonies' staff to keep the King from leaving the box and joining Madame Steinheil at once.
>
> An introduction was effected after the races, and King Sisowath forgot his advanced years, his throne, his 100 wives and his dancing girls in his pursuit of the dashing French woman, and it was with some difficulty that he was finally persuaded to embark at Marseilles for his own country. This matter was hushed up at the time, but came out during the trial.
>
> It was with regret that the French public saw the potentate from their Indo-Chinese protectorate leave, but the police and the Government breathed easier when his ship sailed.

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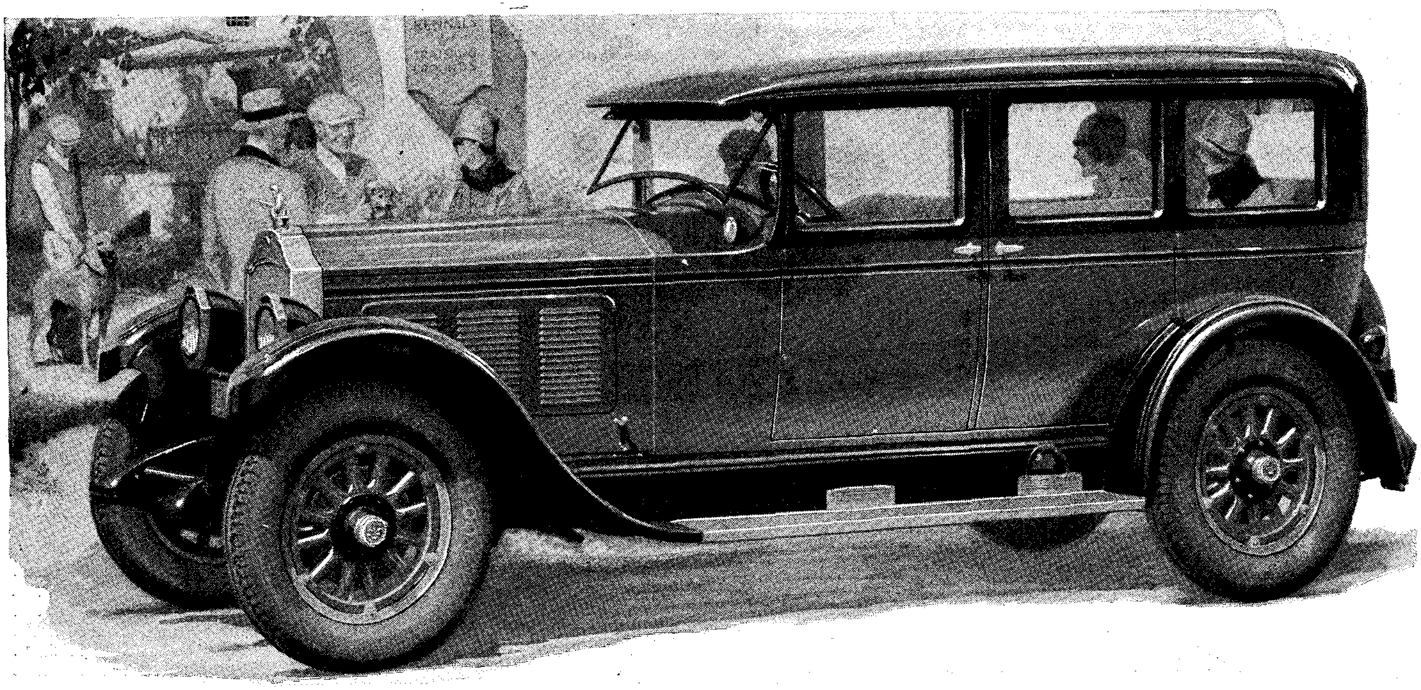

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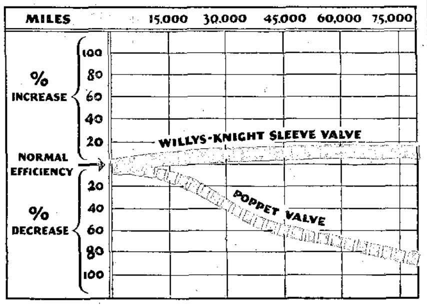

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The first three from left to right are the crew and passenger of the *Old Glory*—Lloyd Bertaud, James DeWitt Hill, and Philip Payne; then come Princess Lowenstein-Wertheim, and the two English aviators—Capt. Leslie Hamilton and Lieut.-Col. F. F. Minchin—who flew with her in the *St. Raphael*, bound for Canada. The fate of all six is a mystery.

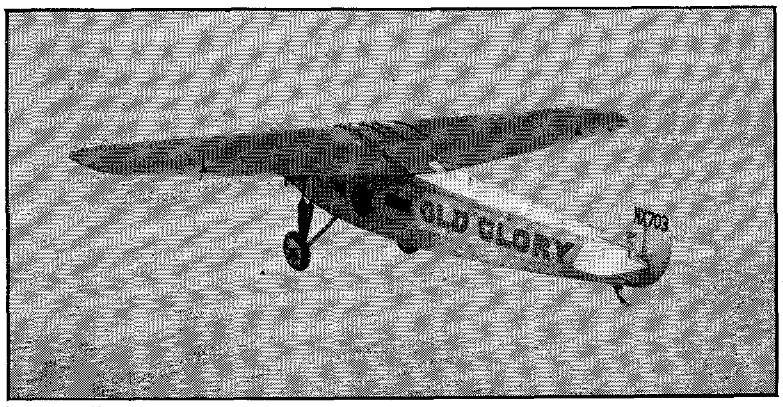
SAD SECRETS OF THE PORT OF MISSING PLANES

AN S. O. S. IN THE NIGHT, and then—silence! Another transoceanic plane has disappeared. Another group of high-hearted adventurers will probably never be seen again. Drifting wreck may be found many days later, as in the case of the *Old Glory*. Ocean-liners, picking up the S. O. S., may leave their routes, speed to the approximate place of the airplane's downfall, and crisscross its supposed line of flight for hour after hour, as has happened with pathetic frequency in recent weeks; but no sight of the plane or its all-too-daring crew can be descried on the treacherous waves, and their fate must go down among the mysteries of aerial navigation. Nungesser and Coli have been joined by a brave company at the Port of Missing Planes—Capt. Leslie Hamilton, Lieut.-Col. F. F. Minchin, and the Princess Lowenstein-Wertheim, the crews of the *Old Glory* and the *Sir John Carling*, lone Paul Redfern, not to mention others on the Pacific side. Typical of recent mishaps and vain attempts at rescue was the case of the *Old Glory*, a single-motored Fokker monoplane bound for Rome with two pilots, Lloyd W. Bertaud and James DeWitt Hill, and a passenger, Philip A. Payne, the managing editor of the New York *Daily Mirror*, Mr. Hearst's tabloid. Such was the commotion in the steamship lanes when the *Old Glory's* call for help went out that, as we learn from the New York *Herald Tribune:*

> Search-light rays of four ocean-liners blazed through the blackness of the Great Circle course last night, while aboard the vessels crew and passengers strained their eyes hoping to discern a tiny collapsible rubber life-boat in which they hoped to find three men. Sixteen hours before, out of a similar darkness, there had come a double S. O. S. from the monoplane *Old Glory*, in which Lloyd W. Bertaud, James DeWitt Hill, and Philip A. Payne rode for Rome.
>
> Midnight came on the waves with rain and fog, but without trace of the two airmen and their passenger who, at 4:17 A. M. Eastern daylight-saving time, had besought aid and then lapsed into silence. Two liners, the first of the five which searched the seas in the daylight hours, had abandoned the search as hopeless, and proceeded toward New York.
>
> The steamship *Nova Scotia*, of the Furness Line, joined the search during the night, having left St. John's, Newfoundland, for Liverpool on Tuesday. It wirelessed its part in the search.

Meanwhile, we learn, another airplane was soaring over the Atlantic on its way toward London and a $25,000 prize. This airplane, the *Sir John Carling*, destined to disappear the next day, was flying without radio and in rain and fog, says the *Herald Tribune* writer, but no fears were felt for her. Reading on:

> She had left Harbor Grace, Newfoundland, at 8:25 A. M. Eastern daylight time, with Capt. Terry Tully and Lieut. James Medcalf as pilots.
>
> The *Old Glory* had been in the air fourteen hours when, from about 500 miles beyond the tip of Newfoundland her radio suddenly spoke an S. O. S. Two minutes later, perhaps five, another S. O. S. followed. Radio operators on five vessels heard the call, and these ships turned under forced draft toward the approximate position from which the monoplane had called.
>
> Minutes of silence followed and then suddenly another call from *Old Glory:*
>
> "WRHP—Five hours out of Newfoundland, East."
>
> This cryptic message puzzled the searching mariners, since under ordinary conditions an S. O. S. is followed, if possible, by a description of the trouble and a close approximation of position.
>
> The nearest liner was the Cunarder *Transylvania*, Capt. David B. Bone commanding. She was approximately sixty-five miles from the calculated position of *Old Glory*. The *Carmania*, Capt. G. F. Brown commanding, was farther west, but it also turned so that its course would cut the Great Circle. The *Lapland*, *California*, and *American Merchant* swung westward with the *Carmania*, and then began the hunt that was a blind stab at best, with little hope for the three men in the stricken plane.
>
> Brief wireless messages from the ocean

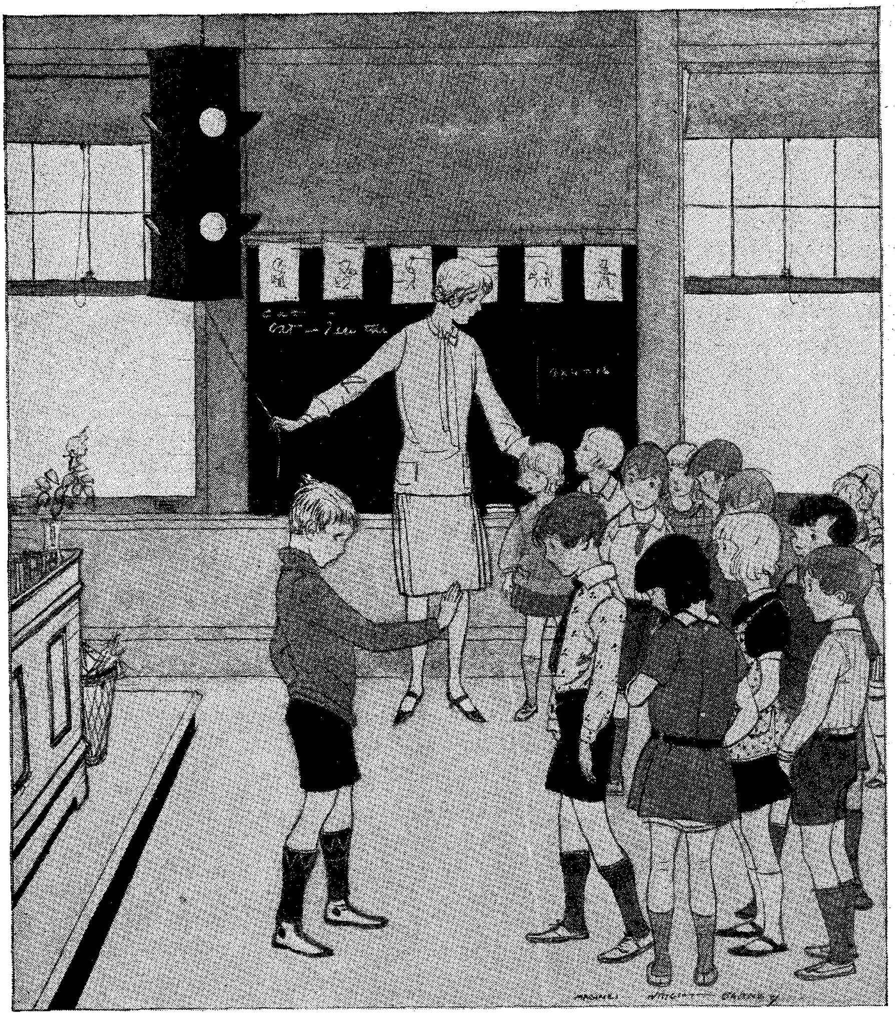


International Newsreel photograph

OUTWARD BOUND FOR THE VAST UNKNOWN

The *Old Glory's* intended destination was Rome, where elaborate preparations had been made to welcome the American voyagers; but fate interposed, and the Atlantic keeps its secret of the airmen's doom.

Is Your Town Safe?



© 1927 M. L. I. Co.

These boys and girls are being taught to save their lives! They are learning the meaning of the "Stop" and "Go" traffic signals. In many schools the children make their own semaphores, and the teacher appoints different members of the class to act the part of a Traffic Officer so that the lesson of caution at street crossings can never be forgotten.

EVERY five minutes someone dies from cancer. Every six minutes someone is killed by accident. One death in every 13 is caused by cancer—one in 15 by accident. One—a tragedy foreseen weeks in advance when beyond hope of prevention. The other—swift annihilation that could have been prevented.

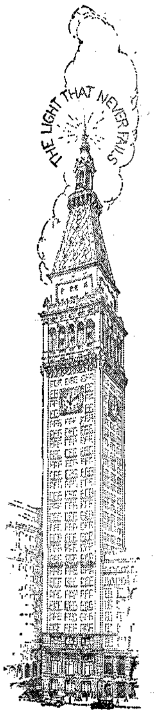
Most fatal accidents need never happen; 90,000 a year in the United States—240 a day—deaths from various causes that could be prevented. One half of the children who are killed are the little untaught ones less than five years old. And accidents claim all too many persons past middle age—who have not adjusted themselves to the swift pace of passing vehicles.

In cities where public caution and protection are taught, the deathrate from accident is far less than the Nation's sad average. Modern scientific Safety Campaigns are organized in these cities. The Mayor, the Police Department, local associations, clubs, societies and citizens of ability and initiative are working together for safety in industry, in the home and on our streets. The newspapers which help to promote Safety Campaigns find a quick response.

These continuous safety programs are as carefully and skilfully planned as a great battle, but with this difference—a battle is planned to end as many lives as possible and a Safety Campaign is planned to save as many lives as possible.

No longer has one a right to say, "Accidents are bound to happen. You can't prevent them." Today accident prevention is neither a beautiful dream nor a vain hope. It is a splendid reality. In cities which have said, "It can be done" — it has been done. In some cities the deathrate from accident has been reduced more than half.

Do you know how many people were killed by accident in your town last year? You will find, again and again, that a little forethought or a little more care would have avoided many tragedies. Help to prevent such deaths.


THE LIGHT THAT NEVER FAILS

700, 000 Americans seriously injured last year; 23,000 killed by one cause alone—motor vehicle accidents.

Appeals to individual caution have failed to stem the constantly rising tide of accidental deaths. Last year the New York State conference of Mayors decided to conduct an "entire city" Safety Campaign. Albany, N. Y., was selected for the test, and the Metropolitan Life Insurance Company was invited to send safety engineers to co-operate.

A vigorous educational program was undertaken. Every stage of this campaign was carefully mapped out in advance. During the first six months of the demonstration, while practically the entire city supported it, accidental deaths of all kinds were reduced 31%. Fatal accidents to children were reduced 33⅓%. Fatal accidents in homes were reduced 71%.

Based on the results in Albany, the Metropolitan has prepared two booklets, "Promoting Community Safety" and "The Traffic Problem", which outline practical ways and means for accident prevention. Send for two copies of each, one for personal study and one to send to your Mayor. If your town has a working safety organization, support it whole-heartedly. If not, help to establish a local Safety Council.

HALEY FISKE, *President.*

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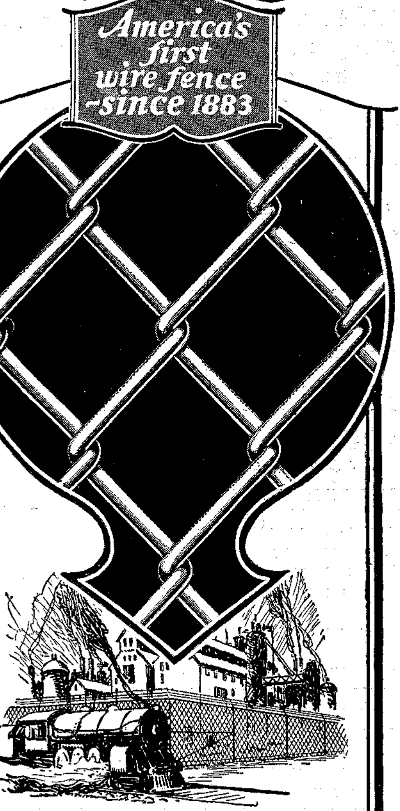
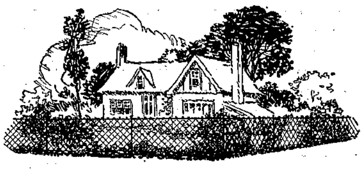
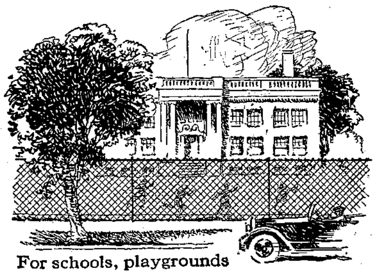
PAGE
CHAIN LINK
FENCE


America's first wire fence -since 1883

For industrial and railroad holdings



For residences, estates and clubs



For schools, playgrounds and institutions

PAGE Chain Link Fence—with its distinctive square mesh—assures security and privacy at all times, for every type of property.

Page Fence is sightly in appearance and sturdily constructed. It is made of rust resisting copper bearing steel, heavily galvanized after weaving. All fittings, too, are Hot Galvanized to resist corrosion.

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MOTORING AND AVIATION
Continued

told the story of the grim search throughout the day and late into last night. Toward night, when it was freely accepted that even if the three men had taken safely to the life-boat it could not survive the racing waves and high winds, the *Carmania* and the *Transylvania* quit the hunt.

The *Old Glory* was bought by William Randolph Hearst, the publisher, some weeks ago for his own use. He later decided to send it on a non-stop flight from New York to Rome and named Bertaud, an air-mail pilot, as chief of the expedition. Bertaud named Hill as his aid, and still later Payne, managing editor of *The Daily Mirror*, was named flight director from the news angle. It is a Fokker sister to the airplane in which the Princess Lowenstein-Wertheim-Freudenberg and two flying escorts disappeared ten days ago.

Wireless stations in all parts of the world remained open through the night, ready to catch any message that might give a hint of solution of the newest riddle of the Atlantic, which had claimed five aviators' lives this summer. The hours sped by without word or trace of the three, and as they passed hope became more feeble.

The wives of Bertaud and Payne remained in seclusion during the day and night after their arrival just before noon from Old Orchard. They issued a joint statement of confidence in ultimate rescue of their husbands, being joined in this by Bertaud's mother, and requested that they be left alone until definite information was received.

This year will probably be known in aviation history as the year of big flights, writes Russell Owen in the New York *Times;* and we read on:

A season of the maddest, most venturesome escapades in the history of flying is almost over, and aviators are now counting the cost in lives and money and measuring the value.

The lives of twenty-four persons, two of them women, and probably $1,000,000 have been lost this year in long-distance flights over water. More than half the flights have been unsuccessful, the planes either crashing in tests or take-offs or coming down to some mysterious fate in the Atlantic or Pacific ocean.

Yet these flights made the name of Lindbergh a bright comet in the aviation firmament; developed the most remarkable public interest in flying that has ever been known; proved conclusively the remarkable advances in aerodynamic design and motor construction made in this country, and added something to the knowledge of weather conditions over the ocean that will be still of value when transatlantic flying is a commercial reality.

The brilliant success of Lindbergh and Chamberlin and Byrd, coming so soon after the sad fate of Nungesser and Coli, seemed to indicate that airplanes could do safely that which cool-headed designers felt would come only through careful experimentation and development. A wave of flying enthusiasm set in all over the world and aviators began dashing into the unknown without proper preparation. Many of them vanished, and a wave of reaction has set in which has made many men active in aviation ask that ocean flights be halted until they can be undertaken with greater certainty of success.

"People have been looking at aviation emotionally," said Lieut. Al Williams, the crack navy racing pilot, the other day. "They have not been thinking about flying; they have been feeling. A little of that is all right, but now it ought to stop so that aviation can progress sanely."

That is the view of many of those whose lives are now spent in building or flying airplanes. They admit that the flights of Lindbergh and Chamberlin and Byrd over the Atlantic, and those of Maitland and Hegenberger, Smith and Bronte, and the other successful Pacific flyers, made people enthusiasts about aviation. But they also think that the recent tragedies of ocean flying have quenched much of that enthusiasm. The first flights made every one feel that flying was absolutely safe; now the majority are inclined to underestimate its safety.

Several of the planes that met disaster were inadequate at the time. They were rushed through factories, and in many cases the motors were not tested until all the "bugs" had been removed. And whereas the two most successful flyers of the Atlantic—Lindbergh and Chamberlin—were ideal pilots for a long flight, phlegmatic, calm, with nerves under perfect control, many of the pilots who attempted long-distance flights were by temperament and physical condition utterly unsuited for their ordeal.

When the flights began, Mr. Owen points out, there was little known about the weather over the North Atlantic at the height at which an airplane flies, and he adds:

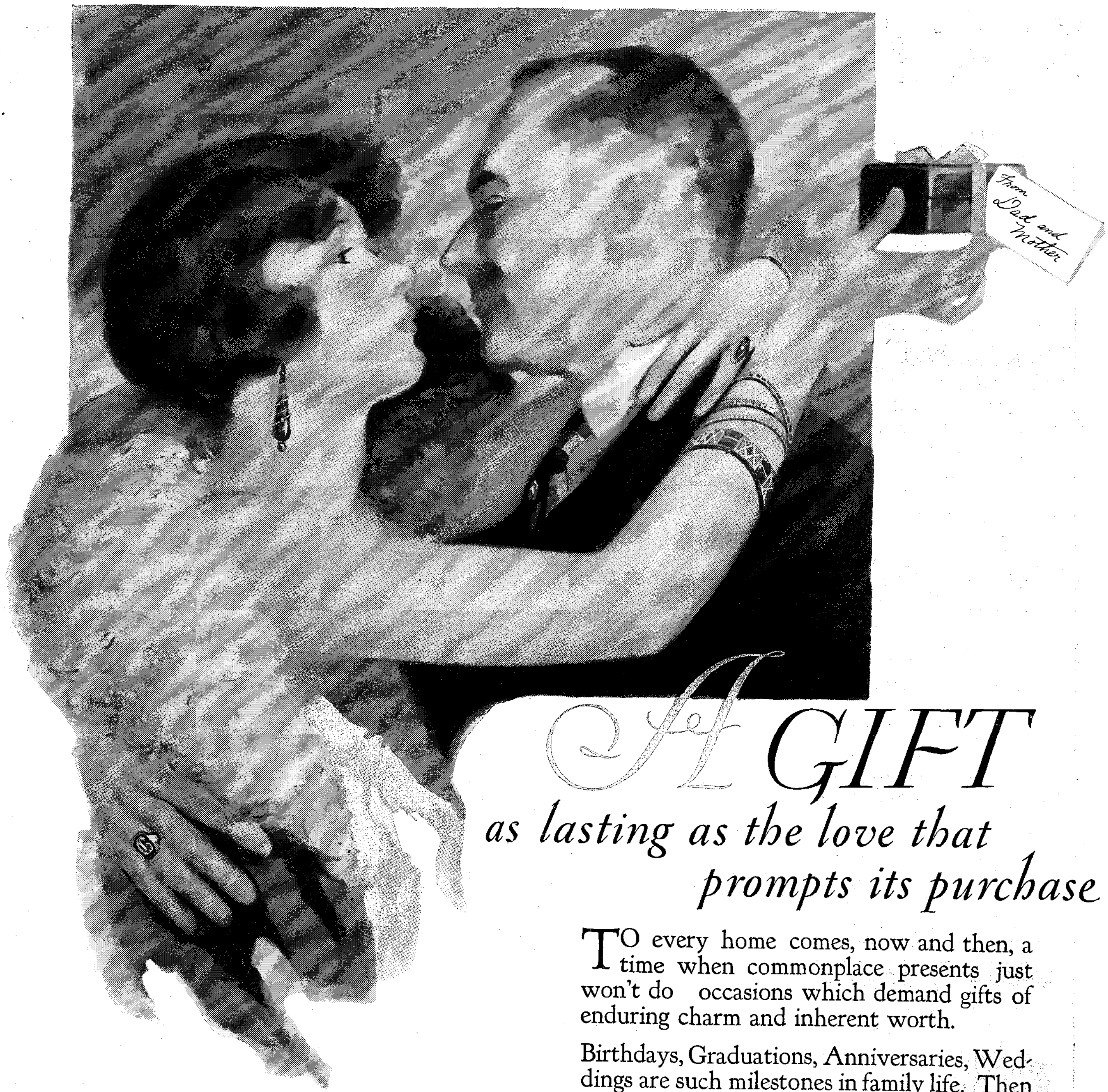
There was no system of obtaining satisfactory reports as to the weather day by day. The dangers of ice and fog were known, but no one knew how to meet them. Probably not even the weather experts realized how few days were suitable for transatlantic flying. The only important data available were those regarding winds.

It was probably insufficient knowledge of what dangers faced them in the icy sea mists that was responsible for the loss of Nungesser and Coli, the first aviators to attempt the transatlantic flight this year. It is now the general opinion among aviators, since the subsequent flights have revealed the dangers of the almost imperceptible but steady accumulation of tiny particles of water freezing on the wings, that it was ice that brought down the French airmen.

Lindbergh contributed the first definite knowledge of the weather conditions transatlantic flyers must face. He met fog and tried to climb over it, but failed. He flew as high as his heavily loaded plane would carry him without being able to find the top of the curtain. And when he did get up high, ice began to form on his plane, which caused him to dive for warmer air near the water. Chamberlin found that he could avoid the ice by flying low, but he drifted far off his course owing to the failure of his main compass.

Byrd met even worse conditions than Lindbergh, and proved again that it was impossible for present-day planes to escape the treacherous fog. Byrd's ability as a navigator was useless much of the time, because he could see neither sea nor sky and, like his predecessors, he had to rely mostly on dead reckoning.

When it came to attempting the passage from east to west it was found that conditions were not nearly so favorable as for the eastward trip. British, German, and French



A GIFT

as lasting as the love that prompts its purchase

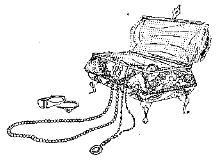
TO every home comes, now and then, a time when commonplace presents just won't do occasions which demand gifts of enduring charm and inherent worth.

Birthdays, Graduations, Anniversaries, Weddings are such milestones in family life. Then for father or mother, sister or brother you seek a companionable gift . . . a token as lasting as the love which prompts its purchase.

So you turn naturally to the jewelry store. For jeweled gifts alone remain untouched by Time. Here only you find things which will never be relegated to the garret. The passing years enrich these treasured tokens with a heritage of priceless memories.

Modern Modes in Jewelry

Ear-rings for evening toilette are usually long and slim these days. They must be chosen with discrimination to suit one's type and face.



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MOTORING AND AVIATION
Continued

pilots waited weeks for favorable weather. Two German planes took off and were forced back by gales. A French pilot started across and returned after running into a blinding fog before he cleared the land.

And then Capt. Leslie Hamilton, Lieut.-Col. F. F. Minchin, and the Princess Lowenstein-Wertheim took off from England in what seemed to be fairly good weather, but disappeared into the same darkness that engulfed Nungesser and Coli. Whether ice or engine failure brought them down nobody knows. The air barrier which the Atlantic has reared between Europe and America had again stopt two brave men and a brave woman. Their plane was a good one, their motor one of the best Europe produces.

The Pacific flights began and aviation history repeated itself. Those who prepared thoroughly succeeded; those who did not failed. Lieuts. Lester J. Maitland and Albert F. Hegenberger planned their flight for more than a year. Their plane was a reliable Fokker, such as the one Byrd flew to the North Pole and across the Atlantic. Captain Hamilton had a Fokker also, but he had only one motor, whereas Byrd and Maitland had three. Hegenberger is an expert navigator, Maitland an exceptional pilot.

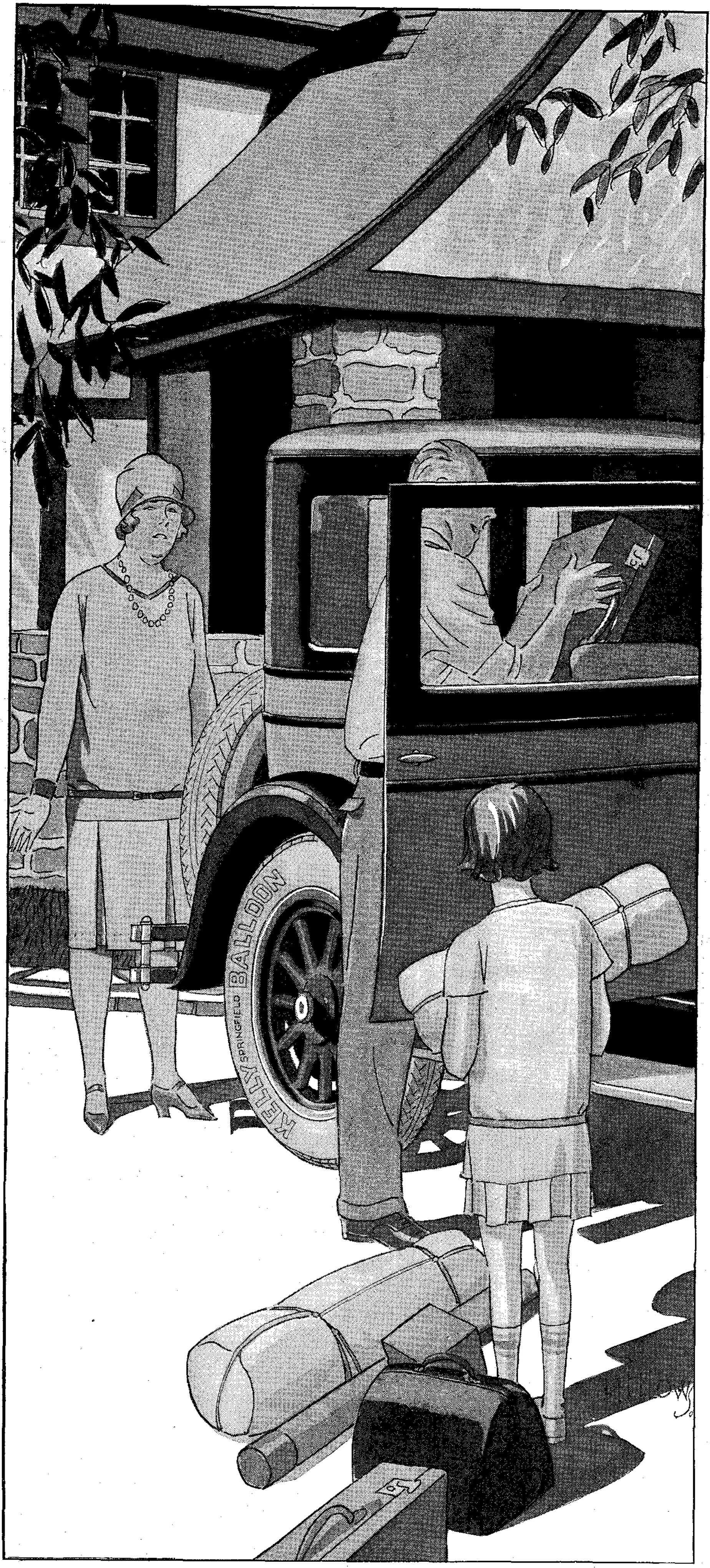
Yet at one time they seemed to have failed, despite the thoroughness with which they had made ready. They had not looked for cold over the Pacific. They did not know that it would be cold at the altitude at which they flew. But when they were part way across one of their motors began to splutter and they lost altitude steadily until, for no reason apparently, the motor picked up. An intake valve had frozen and then thawed out again as they came down toward the sea.

Ernest L. Smith and Emory B. Bronte made the flight with equal success, altho they crashed in landing, fortunately without either pilot being injured. Then came the disastrous Dole prize race. In the fever of desire to get into that race pilots were preparing with more haste than wisdom. They were not after money altogether; several of them put everything they had into their planes. The emotion of the long-distance flights had gript them and they were determined to go, rushing their work and leaving insufficient time properly to test their planes.

Three men were killed before the race started, because their planes, on account of some structural defect, got out of control, as did the machine in which Capt. Arthur V. Rogers was killed on a test flight at Los Angeles. Lieuts. George Covell and R. S. Waggener were killed when they crashed against a cliff and were burned to death. There had been a defect in their fuel system serious enough to drive them into a forced landing. While seeking a landing spot the pilot stalled the plane and crashed to earth in a nose dive.

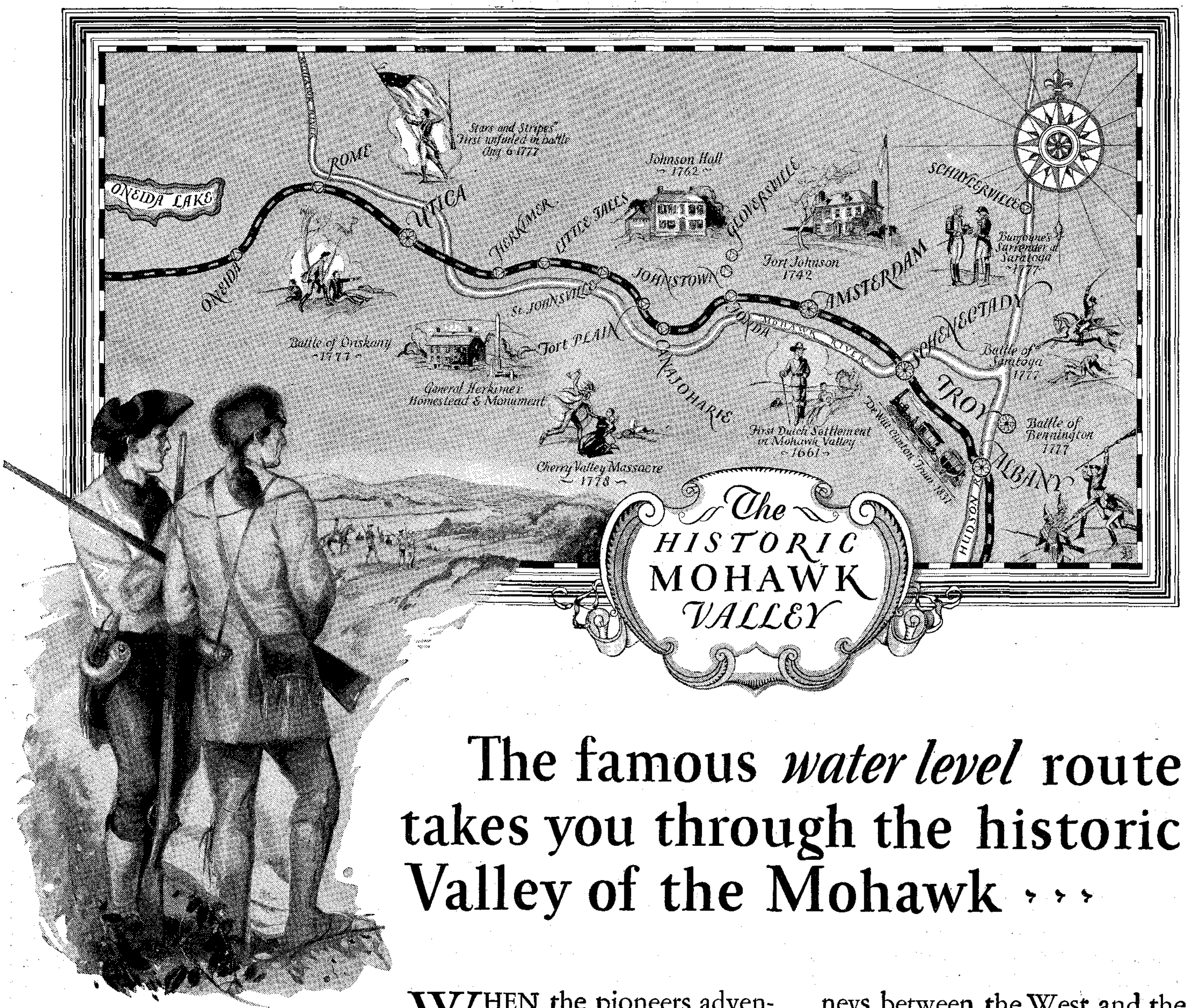
The Department of Commerce, which licenses pilots and planes, was doing everything it could to make sure that the Dole flight machines were in good condition before they took off, records Mr. Owen, adding:

It tested the navigators' ability and



"Don't you think we ought to have had new tires for a long trip like this? You know these have been on ever since we've had the car."

"Yes, I know, dear, but there are a good many miles left in them yet. They're Kelly-Springfields, you know."


ONEIDA LAKE
ONEIDA
ROME
"Stars and Stripes" First unfurled in battle Aug 6 1777
UTICA
HERKIMER
LITTLE FALLS
Johnson Hall ~1762~
GLOVERSVILLE
JOHNSTOWN
Fort Johnson 1742
SCHUYLERVILLE
Burgoyne's Surrender at Saratoga ~1777~
AMSTERDAM
SCHENECTADY
Battle of Oriskany ~1777~
St. JOHNSVILLE
Fort PLAIN
General Herkimer Homestead & Monument
CANAJOHARIE
FONDA
MOHAWK RIVER
First Dutch Settlement in Mohawk Valley ~1661~
De Witt Clinton Train 1831
Battle of Saratoga 1777
TROY
Battle of Bennington 1777
ALBANY
HUDSON
Cherry Valley Massacre ~1778~
The HISTORIC MOHAWK VALLEY

The famous *water level* route takes you through the historic Valley of the Mohawk ...

WHEN the pioneers adventured westward from the Atlantic Coast they followed the natural highway up the majestic Hudson River and then through the beautiful Mohawk Valley toward the Great Lakes.

This water level route of the NEW YORK CENTRAL here cuts through the Appalachians at the only low level pass left by Nature in this thousand-mile mountain barrier.

Many travelers time their journeys between the West and the East so that they will enjoy the ride through the historic Mohawk Valley by daylight.

It was in this valley that the Stars and Stripes were first unfurled in battle 150 years ago; it was here that the patriots of '76 courageously defended the northern frontier; and it was here that Burgoyne, in one of the decisive battles of world history, was signally defeated in his attempt to split the Colonies and crush the American Revolution.

Many of the through trains over the New York Central take the traveler through the Mohawk Valley in daylight. Among these are the *Empire State Express* and *North Shore Limited.* When planning your trip East or West, you can arrange to see the Mohawk Valley as well as the Hudson by daylight. And Niagara Falls is also on this great rail highway.

NEW YORK CENTRAL LINES

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NEW YORK CENTRAL AND SUBSIDIARY LINES

Twentieth Century Limited ··· *Chicago* ··· *New York* ··· *New England*
Southwestern Limited ··· *St. Louis* ··· *New York* ··· *New England*

MOTORING AND AVIATION
Continued

examined the planes, even ruling one plane out of the race because it did not have sufficient fuel capacity. But, as the regulations now stand, the department's representatives did not have authority to bar some planes that were obviously unfit to fly. One plane that had had consistent motor trouble took off and, naturally, had to return, altho every one knew that the probabilities were that the motor would fail.

Just what happened to the *Golden Eagle* with J. W. Frost and Gordon Scott aboard, the *Miss Doran* with J. A. Pedlar, Lieut. V. R. Knope, and Miss Mildred Doran, and the *Dallas Spirit* with Capt. William P. Erwin and A. H. Eichwaldt, will probably never be known. Erwin sent back word that he was in two tail spins, and the messages ended in the second.

It has been very well demonstrated that such flights are safe only in planes which can land on the water. Every land plane which has been forced down at sea has been lost. But the list of seaplanes and flying boats which have landed on the ocean and been saved is a long one. Towers, Bellinger, Rodgers, Locatelli, De Pinedo, the American navy planes, which landed in the Caribbean—all were saved. The navy planes and De Pinedo were towed for two days, and the Italian flyer was on the end of a tow line in a severe storm. Yet his plane arrived safely at the Azores and successfully took off again for Italy.

LET US SHED A FEW TEARS FOR THE VANISHING FLIVVER

TOLL the passing bell for the faithful tin lizzie, soon to be as obsolete as the buffalo. An anonymous writer in *The New Republic* draws our attention to this mournful fact, and descants movingly on the approaching disappearance of that friend of mankind, the treasure of the humble and gold-mine of the jokesmiths. In no frivolous or irreverent spirit does this elegiast of the flivver compose its requiem, but with almost passionate appreciation. Thus:

> The world pushes on, relentlessly discarding, in its dotage, instruments that once worked incalculably for its progress. In America the pace is swift. Men not yet old have but dim memories of things that helped them vanquish the frontier, and to-day lie discarded. These memories take an ever-deepening tinge of romance as they fade. There was the pony express. How we look upon it now! Ah, they were men, those riders, and they lived in a golden age of romance. All the sordid side of the pony express—and there must have been one—has been forgotten.
>
> America has just discarded as outworn another great aid in the everlasting thrust against frontiers—frontiers not alone of our own country but of the world. It is the Ford flivver, unlovely and almost ridiculous now, because it is so familiar. The days of the old Ford are ended. Production stopt some months ago, and, it is said, repair parts will be made only five more years. Soon after those five years, the Ford will join the covered wagon and the pony express and become a memory.
>
> That memory will take on romance. To the pioneers, a covered wagon was just a wagon; a lumbering, rough-riding conveyance that was forever bogging down in sand, casting a tire or breaking an axle. Romantic? Hah! Just an eternal nuisance. But it helped build a nation. Epic books have made it their theme, now that its commonplace side has been forgotten, and it has been made the subject of at least one great motion-picture.
>
> The pony express and the covered wagon began where the railroads left off, serving because nothing else would go where they went and do it so quickly. In 1903 Henry Ford put his car on the market. It, too, went where nothing else would go so quickly. It pushed down great barriers. It brought utility and pleasure to millions. In nineteen years Henry Ford built fifteen million cars, as alike in their essential mechanism as peas in a pod. He built one of the greatest enterprises in the world. He fashioned a fortune so great it can not be comprehended.

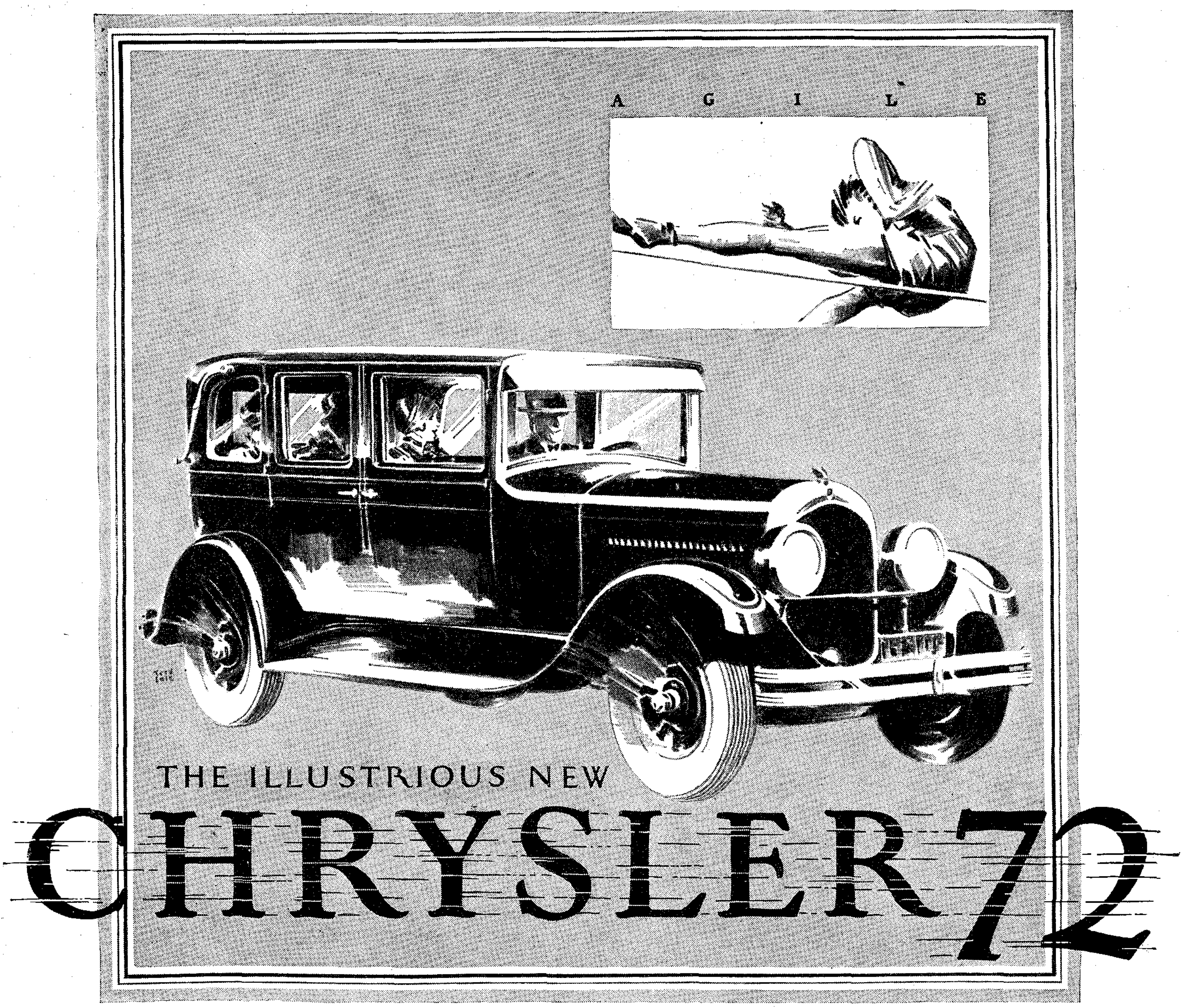
Little has come from Ford himself in these days of transition, when the old car, outclassed now, is being abandoned for the new, remarks the writer, adding:

> But from a word here and there, it is apparent that Henry Ford is not laying aside the old Model T without a pang of regret. It was completely his, from first to last. Perhaps he, better than any one else, knows that with its passing goes irretrievably a part of America.
>
> It is too soon to write the obituary of Model T. But it is getting on, and it will do no harm to have a few notes set in type. The model T, more, perhaps, than any other piece of machinery, had a personality. It was a friendly, familiar thing, and its surname—Ford—was rarely used. A Cadillac is a Cadillac, a Chevrolet a Chevrolet, a Buick a Buick, and a Dodge a Dodge. But the Model T was a Henry, a Lizzie, a flivver. For convenience in pronunciation, a Cadillac may become a Cad and a Chevrolet a Chevvy, but the Model T alone had genuine nicknames.
>
> This was partly because it insisted on being something different. The others had different pedals, transmissions, levers; they changed often in appearance, sometimes so much that the children could not be recognized as belonging to their parents. But the Model T remained its individual self, altho toward the last it took on a measure of dignity. Its clothes became more stylish. The old rugged corners and the brass were discarded—but with them went some of the friendly familiarity that made everybody call the Model T by a nickname, and their passing marked the beginning of the end.
>
> The deeds of the flivver drip with romance, and they are recorded wherever the white man has traveled. The flivver has clambered the mountain ranges of the world. On the thirsty Sahara and in the jungles of South Africa it has carried the white man and his civilization. Many a veteran of the A. E. F. remembers a thrilling story of some brave, battered little flivver which took him careening over battle-fields on a mission of importance, its very motive power dependent upon a safety-pin or piece of baling wire conscripted in an emergency. Some day these deeds will be told as they should.
>
> It is safe to say that, no matter what automobile Henry Ford makes, it will never take the place of the old flivver. It may be the best car ever built for the money, and it undoubtedly will be a more luxurious car, in keeping with the new age of luxury. But it will not be a pioneer.

A JEREMIAH WHO CALLS AVIATION "THE GREAT DELUSION"

HIS pen-name, "Neon," is said to veil the identity of a high authority of the British Navy. His book, "The Great Delusion" excited somewhat fierce discussion in England not long since, when a lavish government program for air defense was on the carpet. "Neon" is a pessimist regarding air navigation—a "devil's advocate" who, with an impressive array of evidence, argues against aeronautics in all its branches, military and commercial, dirigible and airplane. He says, for instance, "airplanes can never be made to pay as passenger or freight carriers," and points to the government subsidies which have kept those services going. By a curious coincidence, "The Great Delusion" was published in America (Lincoln MacVeagh, the Dial Press) just before Lindbergh's flight to Paris, which gave rise to such exalted forecasts for the almost immediate future of transoceanic flying. Now that subsequent tragic failures have sobered the more excitable prophets, it may be worth while to hear what "Neon" has to say. Even a devil's advocate may do some good by pointing out the danger spots. Apart from that, "Neon" claims interest as a curiosity—a thinker who flocks by himself and girds his pen against the united hope and belief of his generation. He writes:

> It may be stated generally that in all cases transoceanic flights have owed what success they have achieved to favoring air currents, while the terrible risk involved has in all cases been minimized as far as possible by surface vessels, detailed to help and render assistance in cases of necessity.
>
> For the San Diego-Honolulu flight, attempted by American naval airmen in August, 1925, ten surface vessels and two divisions of submarines were dispatched to patrol the prearranged route. Three seaplanes were prepared for the flight. One failed to start, due to engine trouble, the second was forced down after covering 300 miles, and was towed back to San Francisco by the destroyer *William James*, which fortunately located her. The third, under the late Commander John Rodgers, proceeded on her way, but came down 200 miles from Honolulu, due to lack of fuel, for the winds encountered were less favorable than had been anticipated. She had failed to reach the *Aroostook*, the nearest ship station, due to a rain squall and the reception of wrong directional wireless bearings. In the subsequent search for this seaplane the large fleet of surface vessels and submarines was reinforced by a destroyer flotilla.
>
> A recent and striking example of another spectacular exploit is the flight of Major Franco, the Spanish airman, from Spain to Brazil, a distance of 3,649 miles—22d to 31st of January, 1926. Major Franco was not only brave but wise. The ordinary navigational sailing directions show that at this particular time, and at no other throughout the year, the whole course (southwesterly) from Spain to Buenos Aires is subject to a northeast wind, with the exception of the neighborhood of Fernando Noronha and Pernambuco. His longest flight, from Cape



Performance and Riding Results That Outdistance All Rivals

TALKING in superlatives cannot picture the motoring thrill and glow of the Illustrious New Chrysler "72."

You probably cannot even imagine out of your past experience a car that gives you a speed ability of 72 and more miles an hour from a 75 horsepower motor—that flashes from 5 to 25 miles an hour in 7 seconds—

That takes even mountain grades at constant acceleration and literally wipes hills out of reckoning—that hasn't a vestige of engine tremor or road shock—

That handles more easily at 70 and 72 than most cars do at 45—that cradles you softly over cobblestones or rutted dirt—that is luxurious and beautiful beyond description—

And, finally, that bears the assurance of safety, dependability and long life that only Chrysler Standardized Quality can give.

You can't imagine such a car, for there never was such a car in its class as the Illustrious New "72,"—*longer, roomier, faster, handsomer* than the "70," and rubber insulated throughout—giving you features and qualities heretofore limited only to the most expensive cars, at such remarkably low prices.

Only by seeing it and then by riding and driving it can you fully appreciate just how far Chrysler has widened the gap between the "72" and all others in this class.

Illustrious New Chrysler "72" prices—*Roadster (with rumble seat)*, $1495; *2-passenger Coupe (with rumble seat)*, $1545; *Coupe (4-passenger)*, $1595; *Sedan (4-door, close-coupled)*, $1595; *Royal Sedan*, $1595; *Crown Sedan*, $1745; *Convertible Coupe (with rumble seat)*, $1745; *f. o. b. Detroit, subject to current Federal excise tax. Chrysler dealers are in a position to extend the convenience of time payments.*

New Chrysler "Red-Head" Engine—For those who seek supreme performance, going beyond even the standard announced—Chrysler furnishes the new "Red-Head" engine as regular equipment on the Illustrious New Chrysler "72" Roadster. This engine is designed to take full advantage of high-compression gas. It is also available for all other "72" body models at slight extra cost.

CHRYSLER MODEL NUMBERS MEAN MILES PER HOUR

Unseen Danger

Those drops of water from the ceiling mean a leak. How to save yourself from the damage and expense caused by rusty water pipes.

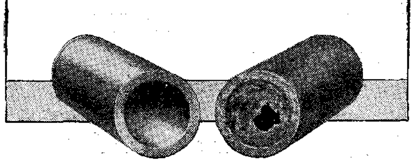
YOU may be home—you may be away. Sooner or later rusted pipes cause trouble.

Brass pipe cannot rust. It remains permanently new-like. Iron pipe clogs with rust, usually in five years the flow becomes a red trickle.

The difference between brass pipe and iron pipe is the difference between economy and extravagance, between permanency and makeshift.

Anaconda Brass Pipe saves an average of $26 per year. It costs a little more but soon saves that difference. Never thereafter does rust cause you one cent of expense or any worry.

Below are shown two pieces of pipe taken from the same building after four years of service. At the left is brass pipe, still perfect. At the right is iron pipe clogged with rust.



Anaconda Brass Pipe is one of three rust resistant features of modern construction. The others are Screens of Anaconda Bronze and Anaconda Copper for gutters and leaders. Learn the economy of rust-proofing by mailing the coupon at once for our free booklet.

ANACONDA COPPER
BRASS ANACONDA BRONZE

L-73
THE AMERICAN BRASS COMPANY,
General Offices: Waterbury, Connecticut
Name ....
Address ....
City .... State ....

MOTORING AND AVIATION
Continued

Verde Island to Fernando Noronha, was 1,447 miles, his course approximately southwest, and over the whole of this course he flew in the northeast trade wind, which at a flying height of 2,000 feet provided him with a favoring current which could not have been less than 30 miles per hour. Since he was thirteen hours and fifty minutes in the air from Praia, Cape Verde, to Fernando Noronha, his average speed over the water was 107 m.p.h. It is calculated that at least 30 m.p.h. was due to the current (the northeast trade dead astern), leaving 77 as engine speed, or in other words the airplane was carried 442 miles of the course by current, and 1,035 was covered by engine power and expenditure of fuel. In short, Major Franco proceeded from Spain to Brazil on what corresponded in effect to a moving platform. It is stated that the hearty cooperation of the Brazilian Government, the Navy, and the Meteorological Office was an important factor in the success of the flight.

Had Major Franco attempted to fly the course (Praia-Fernando Noronha) in the opposite direction (southwest to northeast), the estimated engine speed of 77 m.p.h. would have conveyed him only 47 m.p.h. (77-30) on his course, and he would have taken over thirty-one hours and required thirty-one hours' fuel. To cover the distance he would have had to fly 2,387 air miles. In reality, under such circumstances, his fuel would have given out. But Major Franco and Captain Ruiz de Alva did not attempt to return by air; they accepted passage to Spain on the destroyer *Alcedo*, and the *Ne Plus Ultra* remained at Buenos Aires, having been presented to the Argentine by the Spanish Government.

Referring to the round-the-world flight by American Air Service flyers in 1924, it is stated that "the one outstanding lesson of the achievement was that it demonstrated conclusively the dependence of the airplane upon surface craft in long-distance work; while the flyers were covering their twenty-odd thousand miles of flight, approximately 87,000 miles of steaming was done by United States Naval vessels alone in helping to make the flight a success. It took nearly six months to accomplish the circumnavigation of the world by air.

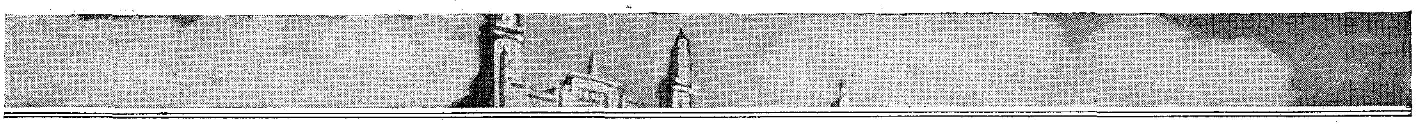
The speed of air travel "is illusory except in short or relay flights," for "flying hours—hours actually spent in the air—are always given prominence to the exclusion of the total time between scheduled time of start and actual time of arrival." Reading on—

With all the encouragement given and the money lavished upon civil aviation it fails to show any real progress, for apart from all other considerations—discomfort, danger, dependence upon weather—airplanes can never seriously be regarded as a means of travel or transport for commercial purposes, and for this very simple reason—approximately four-fifths of the total power installed is required to maintain the airplane and its load in the air against the natural law of gravity, about one-fifth remains to push or pull the load along, and furthermore, "the tractive effort necessary to pull an airplane through the air is more than ten times as great per pound of gross weight as by a freight train. The train will coast on a 2 per cent. grade, whereas an airplane requires about a 20 per cent. grade. The unit fuel cost is about ten times as great for the airplane, and this proportion may be even greater because the locomotive burns a very low-grade fuel and the airplane a very high-grade gasoline. It appears that it costs about as much to carry one pound of freight one mile in an airplane as to carry 2,240 pounds (one ton) one mile in a train."

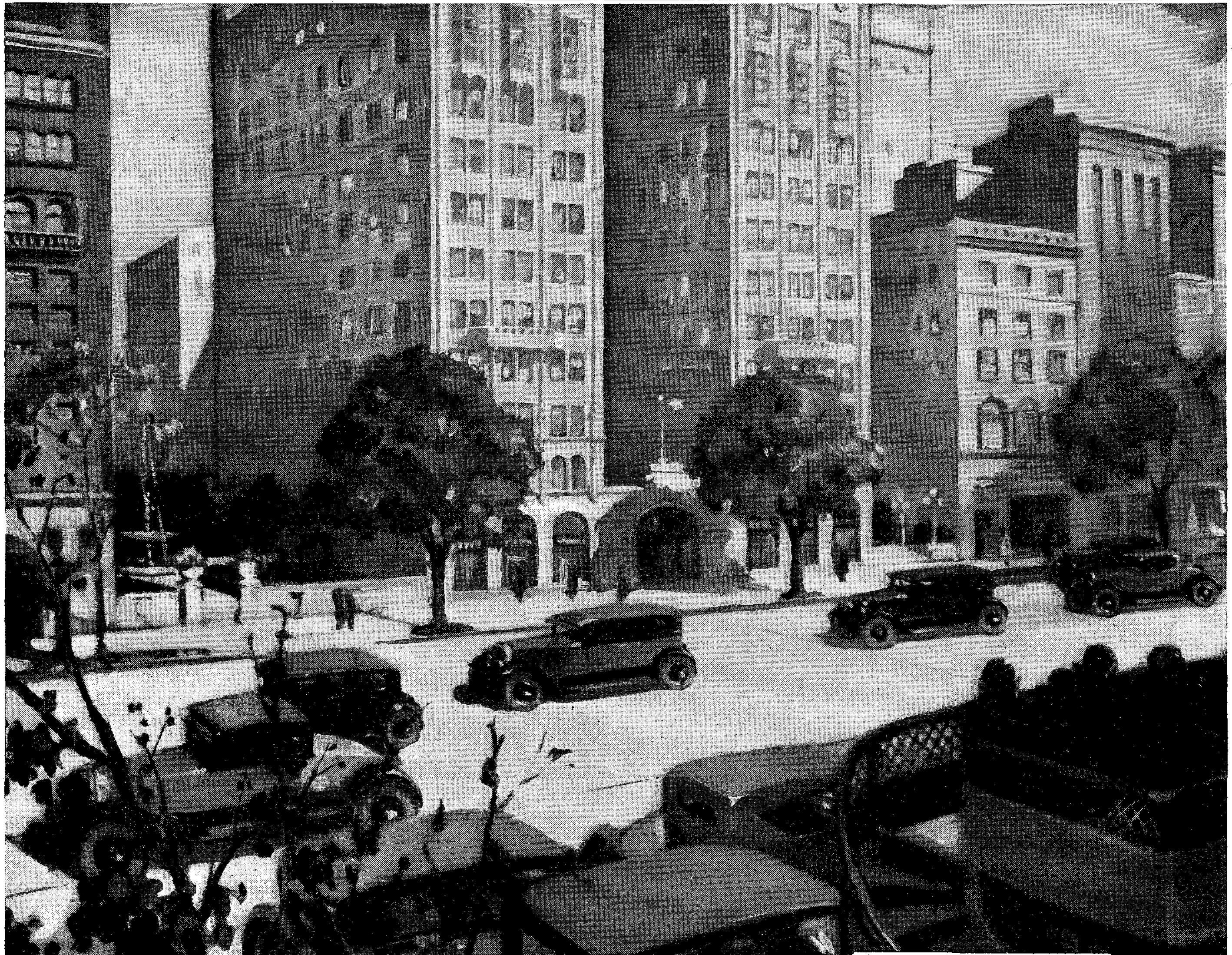
The new passenger planes from London to Paris develop 1,155 horse-power and can carry fourteen passengers and 700 pounds of luggage, which gives for each horse-power three pounds only as paying load. A railway locomotive can draw a paying load of approximately three tons per horse-power with well-nigh perfect safety, and in the case of passengers in complete comfort, at a speed that bears comparison with the speed of commercial airplanes in still air. The airplane with two Napier Lion engines of 900 horse-power which recently flew from Spain to South America in favorable weather and with "following wind," carried four persons the whole distance in ten days. Had a large comfortable passenger liner, with the low speed of fifteen knots, sailed from the same port in Spain, she would have arrived at Rio with Major Franco. A tramp steamer—an old collier—900 horse-power could have transported 2,300 tons of cargo the same distance in thirteen to fourteen days in perfect security without extraneous help or any strain, and have been able to "turn about" and carry back an equal load. Tho the "tramp" steams at a speed of ten to twelve knots only, she plows her way on without stopping, by night as well as by day—so with great liners and railway trains. Without night services long-distance railway travel would be more costly, less convenient, and the time taken on the journey would in general be doubled. Airplanes are "half-timers," and must remain so even with gigantic outlay in the lighting of the route and of the terminal—that is, the intended landing-ground.

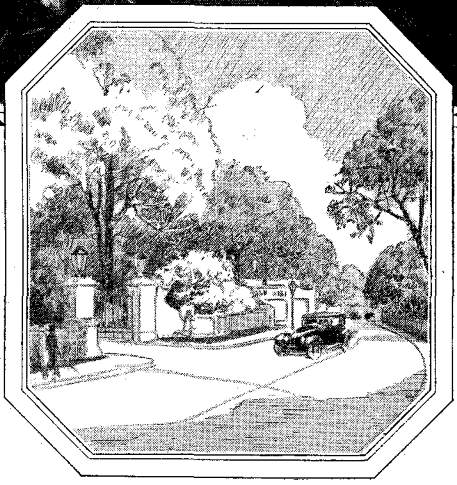
In this connection it is interesting to examine the recent flight of four R. A. F. machines from Cairo to the Cape and from the Cape to London. This flight is described as a British triumph. It is true that this exploit reflects great credit on the eight officers and men concerned, but reflection shows again the absurd disproportion between the effort and the useful attainment. At very great cost four machines aggregating 1,800 horse-power conveyed eight persons a distance of 14,000 miles in 114 days, giving an average continuous speed of 5 m.p.h. It is stated that the machines kept to a scheduled time-table. With the same horse-power, but at comparatively trifling cost, two tramp steamers running also to scheduled time could have conveyed 4,600 tons of cargo a similar distance in half the time.

During a debate on air-estimates, Sir Samuel Hoare said, according to "Neon": "Unfortunately, it is a fact that without subsidies civil aviation would come to an end not only in this country but in practically every other country as well." Discussing "the yearly subsidy of £93,000 for five years secured for a proposed aerial service in the East, from Egypt to India," the author remarks: "The number of our countrymen wishing and willing to fly to India, even with State assistance toward the fare, in a series of 'hops' over desolate



The PAVEMENT *of* Lasting Distinction





More than 3,500 cities and towns have built portland cement concrete streets within the last five years. Their experiences with the beauty, durability and economy of concrete pavements have been compiled in booklet form for those interested in modern street improvement. If you would like a copy write to the headquarters of Portland Cement Association, Chicago.

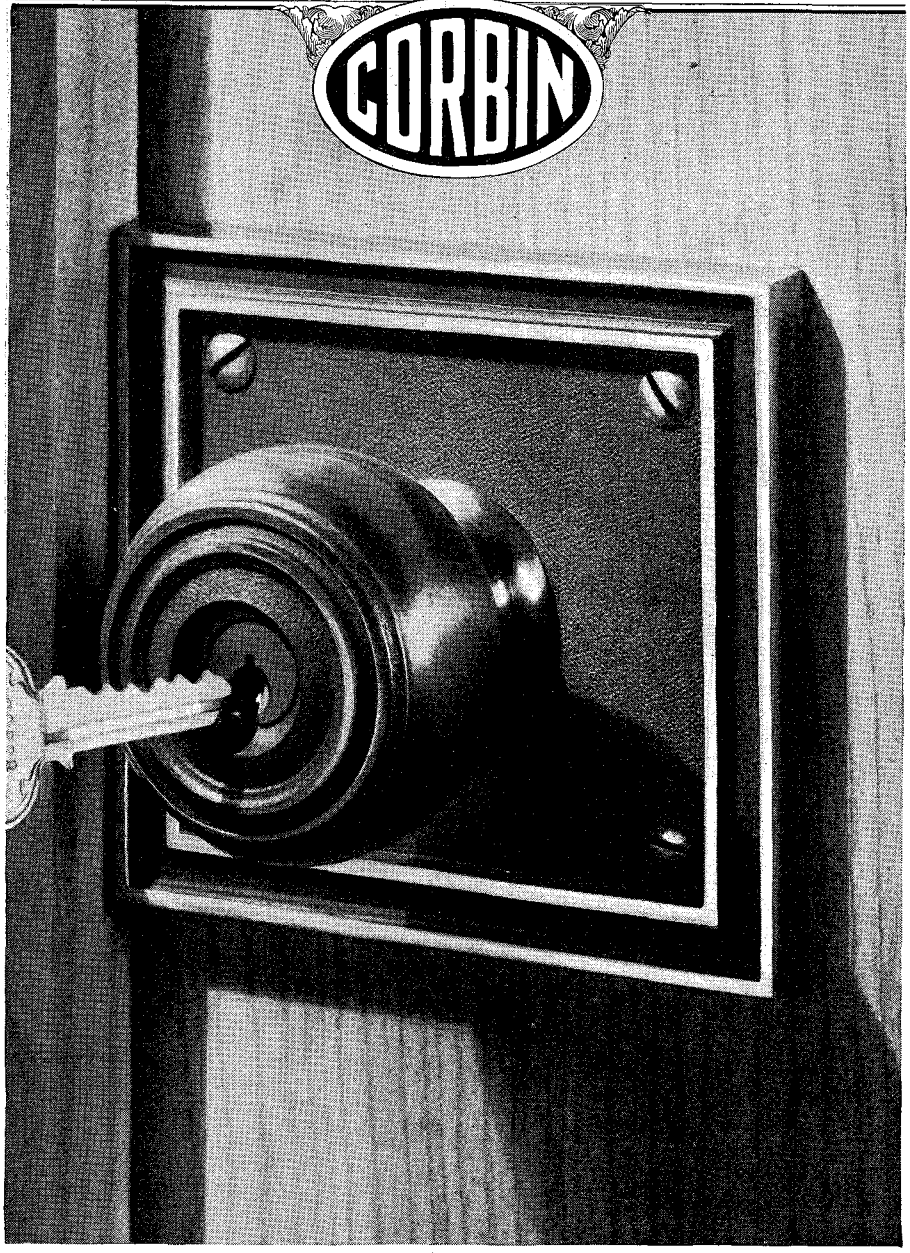
PAVEMENT of portland cement concrete adds a lasting distinction to any street. On fashionable boulevards or busiest commercial arteries its true, rigid surface remains unmarred by traffic year after year—indefinitely. No concrete pavement has ever worn out.

When the concrete street *must* be cut through for underground piping or conduits it may be quickly and easily patched with no unsightly blemishes left to mar its even surface. Thus concrete provides a pavement of *enduring* beauty.

Firm, rigid, unyielding concrete is the ideal paving material—the engineer's answer to the challenge of modern traffic. It requires little maintenance. And it is the safest street, wet or dry.

PORTLAND CEMENT
CONCRETE
for permanence

Good Buildings Deserve Good Hardware



Behind the simple beauty of this lock dwells security

Your hardware—what must it have? Good looks? Security? Good hardware should give you both... Corbin does.

Consider this Corbin Unit Lock. Nothing to take apart—nothing to put together—nothing to rattle or shake. You buy it all ready to go to work. Make a notch in your door. Slip in the lock. Turn home the screws—and the job is done. Solid. Rigid. Strong.

In Corbin Hardware there is security you can trust to keep intruders out—to work readily and steadily for years.

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mountains and trackless deserts, rather than by a restful and refreshing sea voyage, must be few indeed; for aerial transport is admittedly comfortless, more dangerous, more unreliable, and more expensive even with State assistance than any other means of travel." Here "Neon" quotes Lieut.-Col. Moore Brabazon, a prominent member of the Royal Aero Club. He "objected to being made seasick while flying." He "objected to sitting in a machine for several hours ten feet away from two engines developing 450 horse-power each, with open exhausts." He "objected to the proximity of the passengers to such inflammable material as petrol," and "hoped that some other fuel might come into use which would not present such great fire risk."

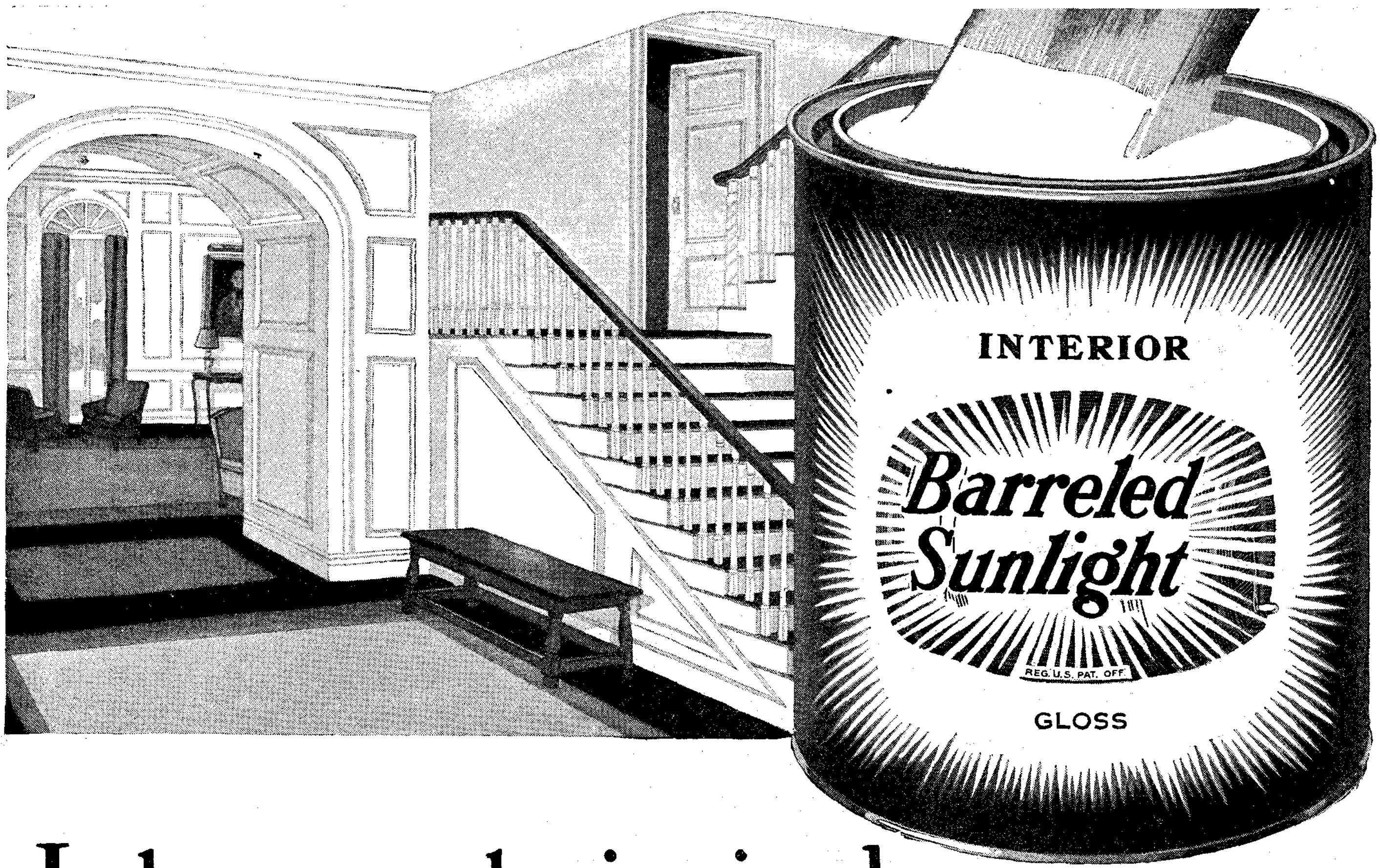
Also, we are given the testimony of Major Oliver Stewart, a great air enthusiast, who says:

> "Air travel differs from road and sea travel chiefly in that air passengers get very little air. In an open car or on a promenade deck the traveler is bathed in fresh air; not so the passengers in a big air express. Ranged like apples in their winged packing-case, these passengers are whirled over seas, hills, and meadows to their destination, where a lid is opened and they disembark.
>
> "During transit, as the world slowly unrolls beneath them, they hear thundering and screamings, and they feel a gentle tremor. These things testify that the conglomerations of rubber, mica, and metal on each side of the cabin are pumping out some 900 horse-power. But of the free air rushing past, the passengers feel almost nothing. Thus they lose much of the exhilaration of high-speed flight, and they miss the vitalizing, clarifying air bath which is given to the pilot and passenger in an open machine. If air travel is ever to be as good for the health as sea travel, it will be necessary on air liners of the future to provide a number of open seats in which begoggled, hide-wrapt passengers can have fresh air poured into their lungs."

Not content with attacking civil aviation, "Neon" attacks military aviation in five statements:

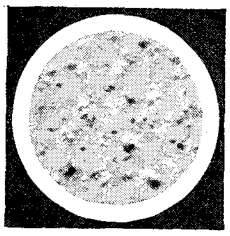
> 1. That airplane reconnaissance is unreliable.
> 2. That aerial combats in themselves have no influence on the advance of the Army.
> 3. That bombing is inaccurate and therefore indiscriminate.
> 4. That bombing attacks on the non-military population offend civilized opinion and international feeling.
> 5. That such bombing is inherently expensive, is utterly ineffectual so far as winning the war is concerned, and absorbing as it does enormous man power and material can only be carried on at enormous cost.

Still not satisfied, "Neon" discounts the practicality of the "airship," meaning the dirigible; and in that connection he cites much American testimony, especially in

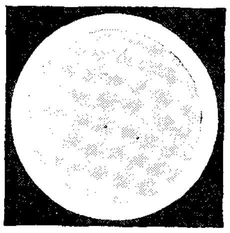


It has revolutionized interior painting ⸗ ⸗ ⸗

Replacing both paint and enamel



Ordinary Flat Finish
White Paint



Barreled Sunlight

The microscope shows the difference

These photographs of paint surfaces were made through a powerful microscope. The astonishing contrast shows why Barreled Sunlight is so easy to keep clean. Smooth, unbroken and non-porous, it resists dirt and washes like tile.

TWENTY years ago Barreled Sunlight was a pioneer—a trail blazer—and is still the recognized leader in its field.

It found millions working and living in dark, sombre interiors. It flooded these interiors with light. Its handsome, deeply lustrous surface quickly won friends everywhere.

Satisfied customers, contented workers, enthusiastic salesmen, graphic advertisements soon spread the story throughout the country, until "More Light," a pamphlet prepared years ago to tell the story of Barreled Sunlight, became a slogan which made the paint brush a new symbol of progress.

But Barreled Sunlight brought more than light to dark interiors. It brought lasting cleanliness. Photographs made through high-powered microscopes showed graphically that its surface was so smooth, so unbroken, that dirt could find no hiding place. "Washable as tile" became another slogan that measured the step of progress in interior painting.

Barreled Sunlight has all the beauty of the finest enamel, yet costs less than enamel and is more opaque (fewer coats needed).

It has such freedom of flow and spread that anyone can easily apply it without leaving laps or brushmarks.

Guaranteed to remain white longest.

In Gloss, Semi-Gloss and Flat. Cans and drums. For priming use Barreled Sunlight Undercoat.

Easy to tint any shade. Ask your dealer about the new Barreled Sunlight Tinting Colors in handy tubes.

U. S. Gutta Percha Paint Co., G-25 Dudley Street, Providence, R. I. Branches: New York — Philadelphia — Chicago — San Francisco. Distributors in all principal cities. More than 7000 retail dealers.

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Please send me information on the use of Barreled Sunlight in—

(Check) ☐ Homes ☐ Commercial Buildings ☐ Industrial Plants

(If you wish a sample can, enclose 10c)

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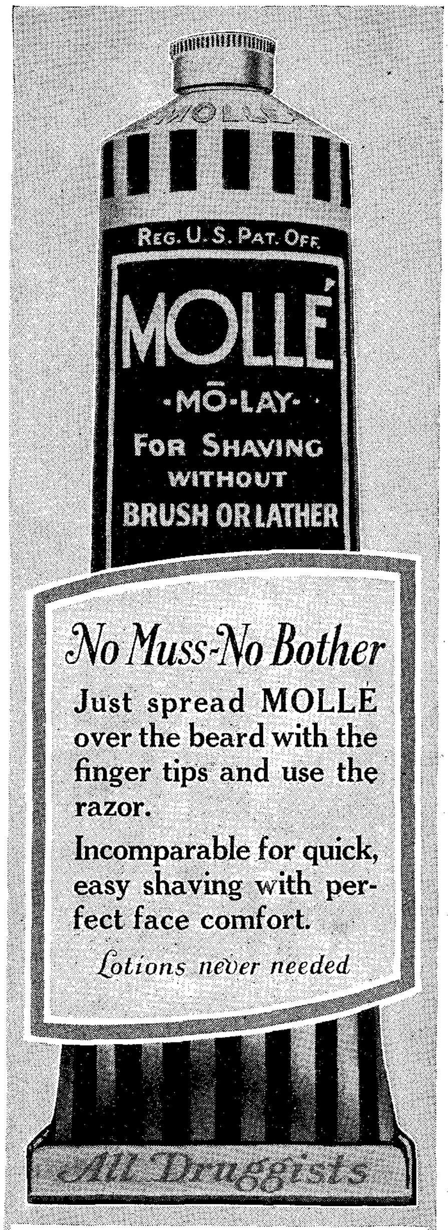
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MOTORING AND AVIATION
Continued

relation to the *Shenandoah* disaster. Concerning the much-acclaimed transatlantic flight of the *R-34* in 1919, "Neon" offers these quotations from the British dirigible's log:

"5th July, 12:20 P. M.—The petrol supply is distinctly serious. We can not now afford to run all five engines at once, as they would eat up too much petrol. We have got 500 miles yet to go to New York . . . if we get much wind against us, we are done, and will have to be taken in tow by a destroyer or other surface craft during the night (humiliating thought!)—the idea being that at dawn we would cast off and fly into Long Island under our own power.

"6th July, 12:10 A. M.—*R-34* sends message to U. S. A. Naval Air Service: 'If through shortage gasolene *R-34* wishes to land Chatham, can you supply 50,000 cubic feet hydrogen, and 500 gallons gasoline?'

"6th July, 4:25 A. M.—The petrol situation has now become desperate, and Scott decides he must land at Montauk for petrol.

"7.20 A. M.—Passing U. S. Naval Airship Station, Montauk, Long Island, with nice following wind. Our luck is in after all. We are making good speed, and find we can just get right through to New York. What a relief!

"9:40 A. M.—We have 140 gallons of petrol left, or two hours at full speed, so we couldn't have cut it much finer, and are lucky indeed to get through!"

Lieutenant Shotter, the Engineer Officer, stated after landing:

"I shall never forget the last fifty hours of our flight. Early on Sunday morning (6th July) . . . Major Scott asked me to see if it was not possible to scrape up enough petrol to carry us through. I organized a search party. We made a careful inspection of every fuel tank on board. We carry eighty-one of these tanks, each holding nearly seventy gallons. With all the utensils we could find that would hold petrol, we went from tank to tank. I myself carried one of the pots we used for cooking. Well, we managed to pump, scrape, and scour enough petrol to carry us here. When we reached here we had enough to have flown twenty minutes longer."

This emphasizes the all-important fact that even if an airship fills up to her utmost lifting capacity in fuel, as did the *R-34* when she "got away with 4,900 gallons of petrol," she may still not have enough fuel to reach her port, for what currents an airship may encounter in a voyage can not be predicted.

On starting *R-34* had just sufficient buoyancy to get clear of her shed, and she was driven up by her engines to the necessary height (1,500 feet) to avoid the danger of colliding with high ground in the fog. This necessitated loss of gas to the extent of over two tons lift.

When the U. S. airship *Shenandoah* made her record voyage in 1924, she carried no useful load. Nevertheless, she was obliged to throw overboard her ballast, and even petrol, before she could rise to 7,000 feet, and the bags of precious helium-gas "were swollen and straining against the nets, and gas flowed in a steady stream through the safety-valves."

This "steady stream" of helium-gas into the atmosphere, represented over £55 for every 100 feet rise above pressure height.

It is clear that general flying heights above 2,500 feet mean the relinquishing of useful—paying—load and the forfeiture of any margin of fuel and a great expenditure of gas. Toward the end of a journey higher altitudes can be attained, due to the lightness of the ship, owing to exhaustion of fuel, but that does not affect the load taken aboard at the start of a voyage.

But for commercial flying comfort must be considered, and temperature is an important factor. On an average the temperature decreases 1 degree Fahrenheit for every 300 feet of ascent. At the height of 10,000 feet in Central Europe the mean winter temperature is 16 degrees below, and the mean summer temperature only 4 degrees above freezing point. During the day the sun's rays will cause much superheating of the gas, in spite of the means employed to give the cover as perfect a reflecting surface as possible. The physical discomfort of a freezing atmosphere, a glaring sun, and a high altitude of two miles or so, need not be enlarged upon, but discussion of these discomforts and the navigational difficulties at this height is somewhat academic, for considerations of lift already discust preclude such a flying height.

Whatever favorable currents may may not be flowing at higher levels, these heights are quite impractical and uncommercial.

GUESSWORK IN TRAFFIC CONTROL

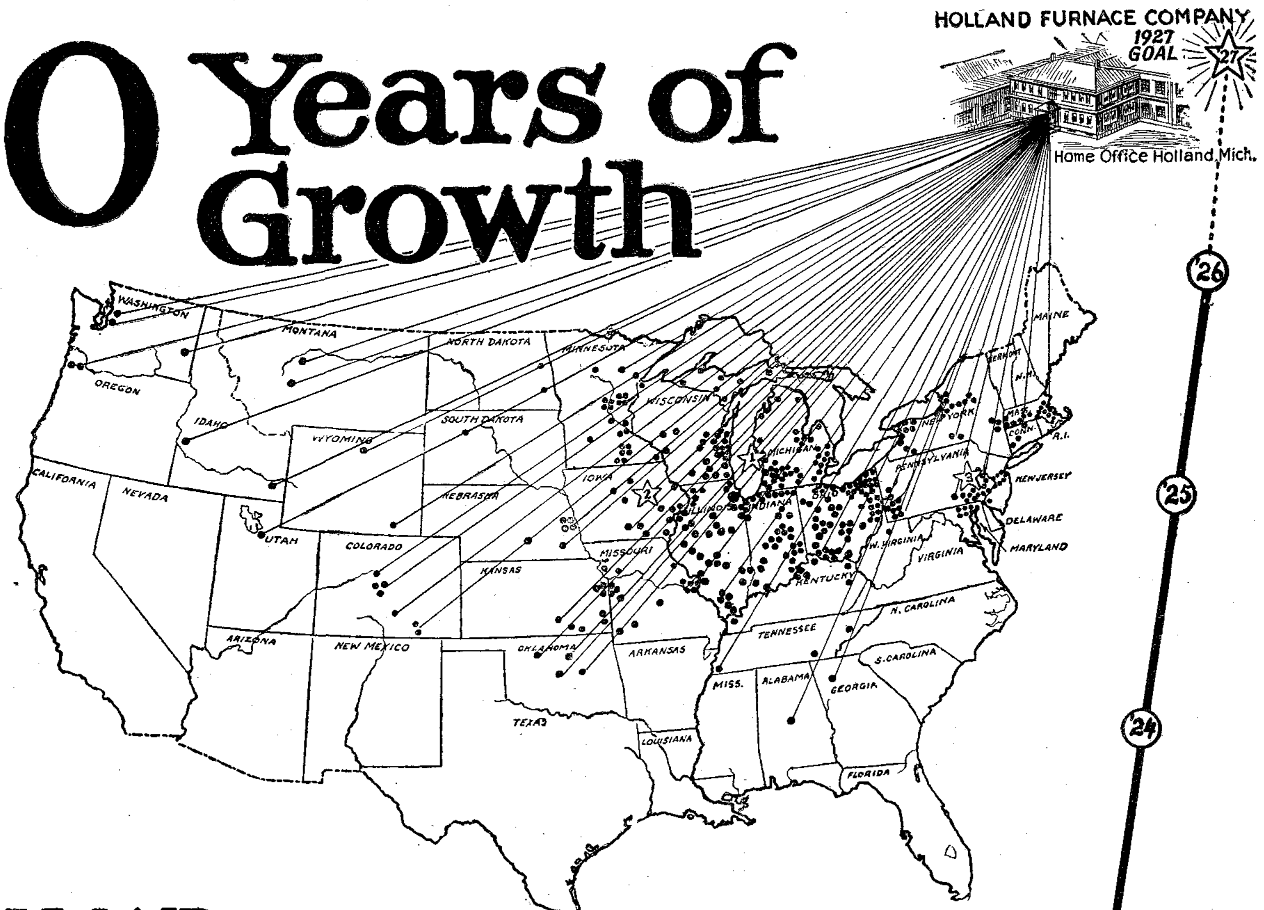
THERE has been too much of it, thinks Miller McClintock, Director of the Erskine Bureau of Traffic Research at Harvard. Too many "stop-and-go" signals installed at haphazard; "boulevard stops" where they are not needed; parking regulations better unheeded—too much guessing altogether. His own Harvard bureau has been trying to get at a few facts, and he presents the results in an article entitled "Can We Solve the Traffic Problem by Guesswork?" contributed to *Good Roads* (Chicago). Writes Director McClintock:

Five years ago people were confidently predicting that the saturation point for the automobile in America would be somewhere around eighteen to twenty million automobiles. We now have twenty-three million, and probably by 1950 there will be almost twice as many. Furthermore, the population of urban centers is still increasing at a very rapid rate. All this means that accidents and congestion are not through functioning.

It is time we gave to the problem of traffic intelligent thought. That means that we must drop our guessing and get down to facts. We must drop our prejudices and be willing to readjust ourselves to conditions which are so greatly altered in the last four or five years, and which in the next four or five years will perhaps alter even to a greater degree.

In any large city the traffic problem has become entirely too large for any one person even to begin to visualize, to say nothing of guessing about it with any degree of intelligence. Chicago is typical of the traffic problems that arise in American cities. Of three million people who make up the inhabitants, 850,000 daily move from their homes on a journey averaging four and one-half miles down to the Loop

20 Years of Growth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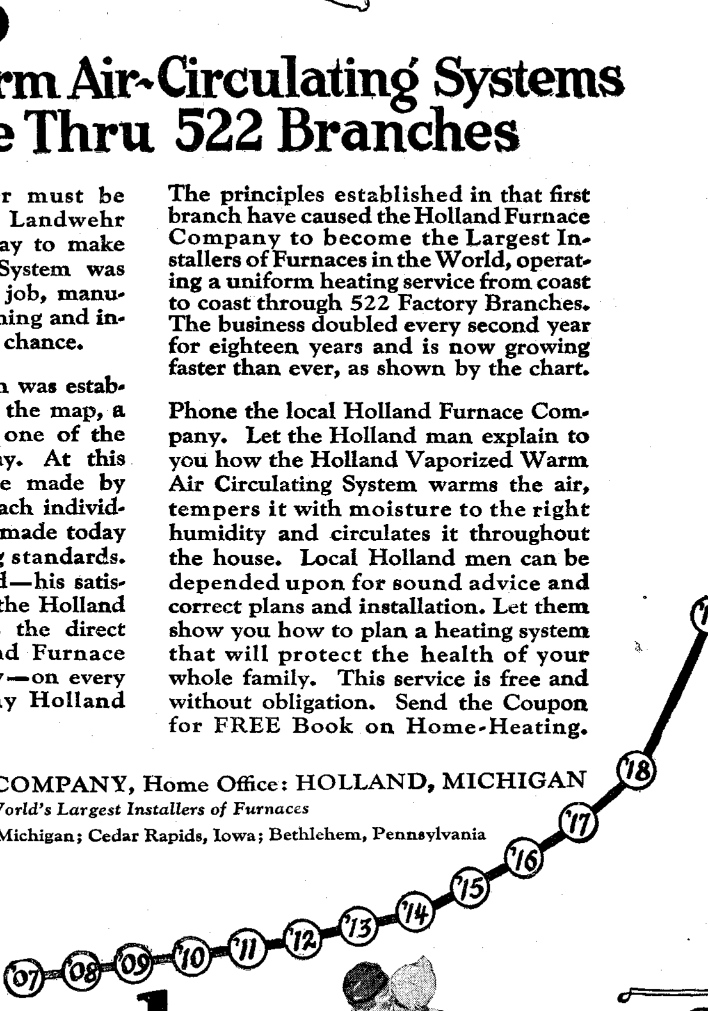
Vaporized Warm Air-Circulating Systems Now Available Thru 522 Branches

"Every Holland customer must be pleased," said Mr. A. H. Landwehr twenty years ago. One way to make sure that every Holland System was right was to do the whole job, manufacturing, engineering, planning and installing, to leave nothing to chance.

So the first Holland Branch was established. It was one dot on the map, a local institution, as every one of the Holland Branches is today. At this branch, heating plans were made by trained Holland men for each individual home, just as they are made today under factory engineering standards. Every customer *was* pleased—his satisfaction was guaranteed by the Holland bond. The guarantee was the direct obligation of the Holland Furnace Company then as it is now—on every job installed through any Holland Branch.

The principles established in that first branch have caused the Holland Furnace Company to become the Largest Installers of Furnaces in the World, operating a uniform heating service from coast to coast through 522 Factory Branches. The business doubled every second year for eighteen years and is now growing faster than ever, as shown by the chart.

Phone the local Holland Furnace Company. Let the Holland man explain to you how the Holland Vaporized Warm Air Circulating System warms the air, tempers it with moisture to the right humidity and circulates it throughout the house. Local Holland men can be depended upon for sound advice and correct plans and installation. Let them show you how to plan a heating system that will protect the health of your whole family. This service is free and without obligation. Send the Coupon for FREE Book on Home-Heating.



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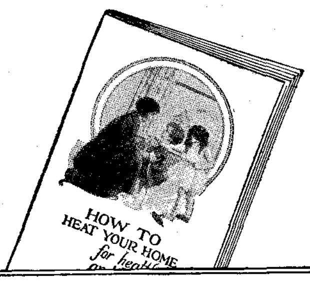
World's Largest Installers of Furnaces
3 Factories: Holland, Michigan; Cedar Rapids, Iowa; Bethlehem, Pennsylvania


HOW TO HEAT YOUR HOME

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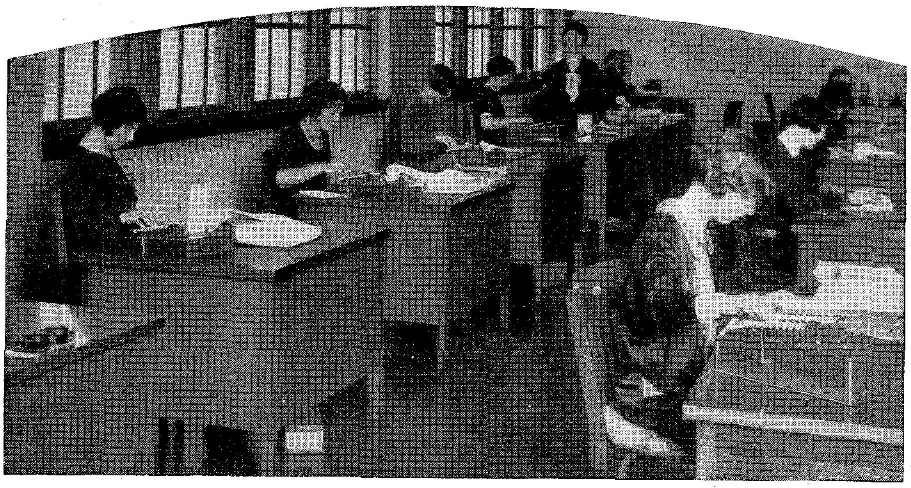

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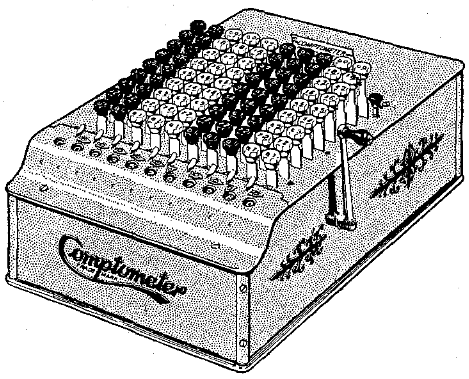

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MOTORING AND AVIATION
Continued

district. I have found from surveys over the country that this is typical. Somewhere between 25 and 33 per cent. of the population finds it necessary, in order to buy its commodities or transact its business, to go from home to the central business district.

The streets are the most valuable public utility a city possesses. If we did not have streets, we could not have any cities. But there is another side of the picture. Last year traffic accidents killed in Chicago 645 people! Last year in the United States over 23,000 people lost their lives in motor-car accidents, and hundreds of thousands were seriously injured. Last year we destroyed in property damages and accidents, traffic accidents, somewhere around $700,000,000.

There are two important means of solving the traffic problem, neither one of which needs or demands the slightest amount of guesswork. The first is, of course, by the provision of adequate and well-designed facilities for traffic flow. You may be amazed to know that the majority of the street facilities that are being laid down at the present time are being laid down in a strictly traditional manner, entirely as tho we still had a few horse-and-buggy units operating over our streets. In a city of 150,000, which I visited the other day, I found that the latest streets which were being laid down have a curb radius of two feet. Now a two-foot curb return might have been entirely suitable for horse-and-buggy operation. It is not suitable by any means for automotive operation. We find cities laying down streets entirely too narrow for the needs of to-morrow. On the other hand, we find cities so enthusiastic that they lay down roadways with a pavement of over one hundred feet in width, a capacity which will never be filled.

Logical city-planning has become definite from an engineering standpoint, so it is possible for a city-planner to predicate needs of the future and lay down facilities which are going to meet those needs adequately. Many cities are still guessing at their physical necessities, while some others, happily, have developed a technique which results in the construction of physical facilities of traffic regulation, adequate and adjusted to their needs.

The other solution for the problem of traffic congestion and accidents is practicable because of its immediate availability, and because it costs the city practically nothing. I mean traffic control to reduce accidents and congestion.

One of the most mooted of our traffic problems, primarily bearing upon congestion, but secondarily upon public safety, is parking. I suppose that there is no use of the public streets which is more generally misunderstood.

To show how far people can be wrong in guessing about traffic, so far as parking is concerned, Mr. McClintock cites the case of Chicago, where his bureau has just been making a traffic survey. He says:

Fourteen months ago, when the metropolitan survey began in Chicago, several owners of large stores in the Loop district told me that 33 to 50 per cent. of their patronage came by means of patrons who parked their automobiles at the curb.

Of course I knew that that would have been quite impossible, as we subsequently discovered.

We went after the facts. Of course, if parking causes no obstruction, there is no reason for its elimination. On the other hand, a considerable amount of obstruction could be tolerated if parking did not result in accidents, and were important in bringing business.

We studied during one day the habits of the 96,000 patrons of a varied assortment of retail establishments. We discovered that in no case did more than 2 per cent. of the patrons come from curb-parked machines, and that the average was 1.5 per cent.

I point out that parking survey in Chicago, to show you not that you could draw any conclusions for your own communities, but to point out that even the most acute business men are frequently mistaken as to where their real interests lie in the regulation of traffic.

Another matter upon which there is a great deal of guessing is the installation of mechanical control apparatus, "Stop-and-Go" signals. At least 50 per cent. of the stop-and-go signals in American cities ought never to have been installed. Guessing that, because the starting and stopping of traffic at certain places may have had desirable results, it is, therefore, a kind of a panacea for all problems of congestion, or all problems of accidents, has led to a very great deal of interference with traffic flow.

We could obtain complete safety in traffic if we should stop all traffic. That, of course, is impossible. In every regulation there must be a balance between safe movement and expeditious movement.

Traffic signals are illustrative of a great deal of guesswork. I was in a city in the West some few months ago, and an appropriation was provided for twenty-five new signal installations. There happened to be thirteen members in the Council Board, elected from wards. The signals were located in this way. One councilman was very generous and said he would be willing to take only one signal, so the other signals were divided up evenly among the other councilmen.

Another type of regulation in which guesswork has done harm is in the installation of boulevard stop regulations. A better, more simple and effective method of permitting reasonably high speeds with safety, I do not know. It is perfectly simple, and is easily installed, yet it is one that has come greatly into disfavor in certain sections of the country because it has been installed by guesswork.

In Venice, California, now a part of Los Angeles, there are twenty-six stops in about a mile and a half, on one of the most important thoroughfares. The guess has been this: a boulevard stop promotes safety; we want safety—therefore, let us put in many boulevard stops. I have seen boulevard stops or through stop-streets carried right down into a heavily congested business district, where any one would know that the rule would not work. It results only in confusion and unnecessary delay.

One-way streets have been slapped down throughout America, in cities where there was never the slightest shadow of use for them. A one-way street has a very limited application. It causes diversion of traffic, and there is always a presumption against its use. It becomes useful and valuable only upon extremely narrow streets where there is heavy traffic movement.

One of the most distressing instances of

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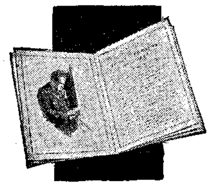

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MOTORING AND AVIATION
Continued

guesswork and prejudice is to be found in the relations between street-car operation and automobiles. Many street-car companies are very prejudiced against the automobile. The typical attitude is: Drive the automobiles off the street in order that we may get our mass-carriers through. Prejudice and guesswork! But this is only one side, for automobile trade associations and automobile clubs are often just as vigorous and just as prejudiced in a desire to handicap and limit the operation of mass-carriers.

If you get the street-car operators and the automobile-club people to sit down around a table for just a few minutes, they are usually amazed to find that instead of having problems that are diametrically opposed, their problems are entirely mutual.

We find cities all over the country aroused about safety, and yet we rarely see anything but the most vague guesswork about the problem of public accidents.

In its last analysis traffic is a problem of engineering, not a matter of political policy. The Erskine Bureau has attempted to develop traffic engineering technique by means of investigations in American cities. Chicago has at the present time a Division of Street Traffic Engineering, giving it a fraction of the attention now which they have been giving to sewers and water supply before. And it is, I think, not by guesswork, and not by prejudice, but by knowing our problem and adjusting rational methods of regulation to facts, that we are going to even begin a relief of the problem, to say nothing of its solution.

SIR ALAN COBHAM ON THE PERILS OF "BUMPS IN THE AIR"

"I LOOKED into the cabin," says Sir Alan Cobham in telling of an encounter with a down current from mountainous islands while he was crossing the Ægean during his London to Cape Town flight, "and saw to my dismay that every bit of baggage was being prest tight against its roof, so rapid was our descent." Sir Alan's two companions also "hugged the roof," and he says, "right in the middle of this fall my engine cut out, because the gas in the tank, which was gravity fed, had been forced up to the top of the tank, and could not run down the pipes. I feared that we should crash into the sea." They escaped, thanks to a back current near the water, but Sir Alan retains a bad opinion of "bumps in the air." Some are so violent that "it seems strange a plane can live in them," and he says: "Once I was flying through the Straits of Messina. At an altitude of about 2,000 feet the machine suddenly fell like a stone." Writing in the New York *Times*, he tells us:

Luckily, my passenger in the rear had a small cabin roof over his head, which prevented his being lifted into mid-air. I, in my open cockpit, fortunately had a belt on. This dragged me down as the machine seemed to fall away beneath me.

In front of me there was an open cockpit containing a five-gallon drum of oil. Our sudden drop was so violent that this heavy

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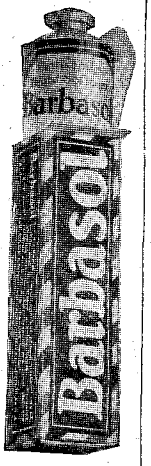

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drum rose out of the cockpit and for a moment I had a vision of it thrown in mid-air about two feet in front of my face. Our speed ahead was about 100 miles an hour, and every second I thought that this can of oil would hit me full in the face. But suddenly we received a mighty up-bump and the drum was thrown into the cockpit with such force that it was nearly driven through the bottom of the machine.

Rough weather is especially dangerous when an aviator is flying over mountains, for then, as Sir Alan tells us:

Foggy and cloudy weather is often added to the ordeal of bumps, and there is the difficulty of finding one's way through valleys in heavy cloud banks. The clouds go up so high that it is impossible to get above them, and it is dangerous to attempt to fly through them, as invariably the mountains are simply buried in these thick, heavy blankets.

A friend of mine while flying through the Pyrenees got caught under these conditions and was thrown about in such a violent manner that he could hardly tell whether he was flying upside down or not. Suddenly he discovered that he was enveloped in a heavy cloud bank, and he did not know what to do. A few seconds later the cloud bank cleared and right in front of him was a wall of rock. He was flying head-on into a mountain, a vertical cliff thousands of feet in height. On either side of him were mountains, and he appeared to be in a kind of cul-de-sac, in which there was no room to turn.

The only thing to do, in attempting to stop forward progress, was to loop the machine on to its back and attempt to fly in the reverse direction upside down. In a second he had pulled his stick back and literally ran vertically up the cliff, came over on his back and then pushed his control lever forward with the object of preventing himself from completing the loop and going back again to the same old danger.

He was strapped in, but even so it was most difficult to hold the machine in this upside-down position for very long, and he decided that he would endeavor to reel out of this maneuver and land, anywhere, on the rock beneath. By this time he had lost his equilibrium, so that when, in desperation, he tried to land on what appeared to be more or less level rock surface, he discovered that the machine seemed to turn violently to the left.

It was not until the last moment that he found that in reality the machine was in a vertical bank, and, not knowing exactly which end was up, he was trying to land his wheels on the side of a vertical cliff. In other words, he was trying to land like a fly on the wall. Somehow, he fell out of this condition without coming to harm and landed on a small field at the bottom of the valley.

Four years ago Sir Alan accomplished "the first flight along the entire North African coast"—a journey not without incident. He relates:

After flying along from Cairo to Tripoli, we at last came to Tunis, and while passing, one windy afternoon, from the frontier into Algeria, I experienced one of the most violent passages of all my aerial travels. We were flying through the center of Algeria, heading westward against the wind. As there are mountains for hundreds of miles in every direction all over

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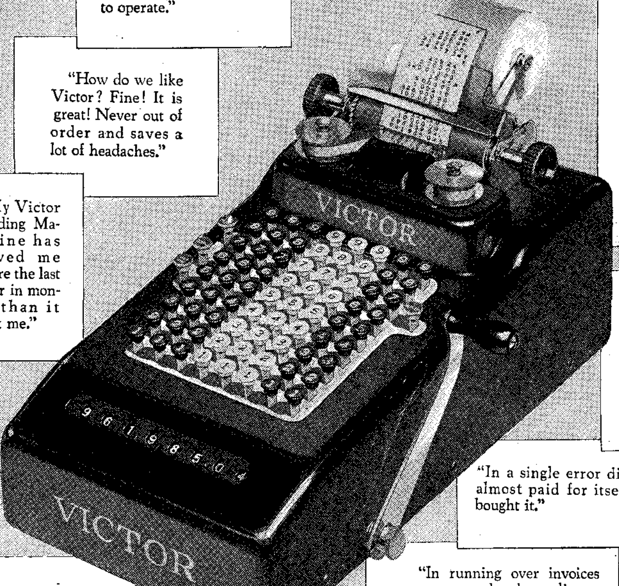

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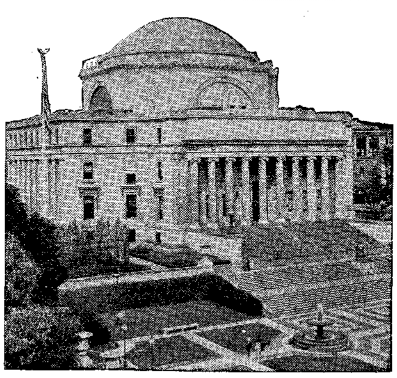

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MOTORING AND AVIATION
Continued

Algeria, the air was in a very bumpy condition.

I was flying at 5,000 feet and so assumed that I should have no difficulty in clearing the ledge at the end of the valley. But as I progressed I discovered that the machine was gradually sinking lower and lower. Instead of being above the tops of the rocks that I had to clear, now I was several feet below them. We had towering mountains on either side and were headed for the rocky face at the end of the valley.

There was not much time left to decide what to do. It was hopeless to try to clear the rock in front of me, and so in this narrow gorge I had to make a vertical bank turn and go back on my tracks. There was barely room for this maneuver, owing to the narrowness of the valley. By flying close to one side of the valley and skimming along with my starboard wing tips almost touching the pine trees on its slopes, I was able to throw my machine over into a long vertical bank, pulling it round as tightly as I could. I just managed to make the circle and miss the opposite valley wall by a few yards.

One of Sir Alan's early encounters with "really bad atmospheric conditions" occurred during his tour in 1921. He crossed the Carnic Alps, through the Austrian Tyrol, and he tells us:

It was summer, but we were having a spell of stormy weather. Having landed at Klargunfurt, which is in an open valley, three or four thousand feet up in the mountains, we prepared to fly through a deep and narrow valley down into Venice.

I knew that my map was accurate and I could see by its contours that I should not run into any cul-de-sac, provided I kept to the valley, which wound its way through a rocky defile down on to the plain of Lombardy. The weather was stormy when we set out and got worse as we continued our flight. Heavy rain began to fall. Dark clouds were above us and these gradually got lower until finally we found ourselves flying in a kind of three-sided tunnel. Just above our heads were the heavy, black clouds, which were well down the mountainsides, shutting off our escape over the top of the mountains.

The valley was precipitous and V-shaped, with a small stream running in its bottom, and through this tunnel we had to fly. Fortunately, the wind had dropt, otherwise the machine would have been almost uncontrollable, because there would have been no direct passage for the air, and in such irregular country we might have been forced against the mountain sides. At last we managed to fly around the various windings of the gorge until we came out into the open plain where the sun was shining.

Hundreds of people have asked me how I manage to avoid "air pockets." These people are under the mistaken impression that huge vacuums exist in the air.

If an aircraft suddenly sinks, owing to atmospheric conditions, it has run into a down current; and if the plane suddenly rises for no apparent reason it has run into an up current. Such happenings as these are very common, and vary in their length and violence. They are generally known as "bumps in the air."

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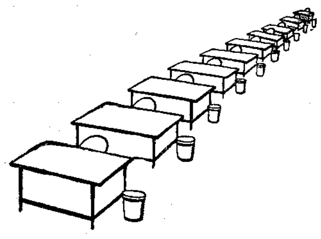

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SCIENCE AND INVENTION
Continued

CALIFORNIA WEATHER FROM ASIA

STUDY of weather conditions in interior Asia may help predict rainfall in California several months in advance. This is the opinion of E. A. Beals, of Alameda, California, who presents the results of his studies in a report to the American Meteorological Society, quoted as follows in Science Service's *Daily Science News Bulletin* (Washington):

> From a daily study of weather maps prepared under my supervision at Portland, San Francisco, and Honolulu, for a quarter of a century, I have come to the conclusion that the most hopeful solution of the problem of long-range forecasting in California lies in getting more detailed information about the winter high-pressure center of action over Asia. Very little is known about this disturbance, for the reason that the Chinese and Mongolians have not been interested in making weather observations along modern lines. The Russians have many meteorological stations in Siberia, but as our Government does not recognize the Russian Government, the recent data they have accumulated can not be officially procured by the United States Weather Bureau, tho it can be obtained by private individuals by corresponding directly with the Russian weather observers. To California the track the storm takes after leaving the Aleutian Islands on its way to the United States is vital. The full maturing of our crops can not take place without sufficient moisture, and much money and labor could be saved, or adequate preparations made, if the amount to be expected could be told with reasonable accuracy in advance. If the track the storms take from the Aleutian Islands is northern, we get no rain; if the storm enters the United States south of the mouth of the Columbia River, we do get rain; and the farther south the track, the greater the amount. I am convinced that the route they will take depends largely on the behavior of the winter high-pressure center of action over Asia.

By the term "centers of action," says Mr. Beals, he refers to rather complicated weather phenomena. These are large areas on the earth's surface where the barometer remains relatively high or low for a long period of time. Eight such centers are known, of which four influence the Pacific weather. The principal one is the area which covers nearly all of Asia, except in the summer. Another is located over western North America, and for much of the time it reaches out over the Pacific. An important low-pressure area extends over the Aleutian Islands and, like the other two, disappears in the summer. At that time, says Mr. Beals, a large high-pressure area appears over more than half of the north Pacific Ocean.

Apropos.—A pedestrian, bumped by a taxicab, found himself lying in the street directly in the path of a steam roller. "That reminds me," he cried; "I was to bring home some pancake flour."—*The Open Road.*

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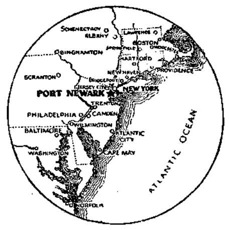
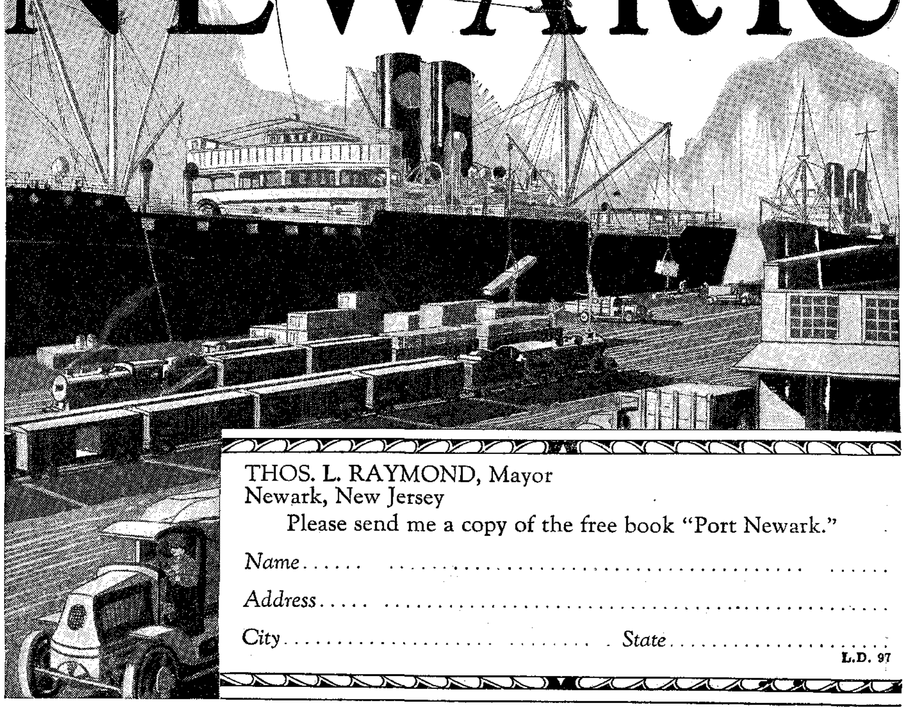


The PORT of NEWARK



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INVESTMENTS AND FINANCE

THE FEDERAL RESERVE BOARD UNDER FIRE

ANOTHER FIGHT over our banking system, perhaps as vigorous as that waged in the days of Andrew Jackson, is seen by many writers in the dispute which has arisen between the Federal Reserve Board and the Chicago Reserve Bank. It will be remembered that after most of the other banks had cut their rediscount rates from 4 to 3½ per cent., the Chicago bank refused to follow suit and the Federal Reserve Board ordered the change over the heads of the Chicago directors. The Chicago directors may carry the case to the Supreme Court, and Congress may be asked to make a clearer definition of the Board's powers. Here, as the New York *Evening Post* sees it, the Reserve Board has raised a vexed question involving its own powers "in a form that will instantly surround it with passion, prejudice, and politics; the natural jealousy between Chicago and New York is roused, the slumbering antagonism of the West for the East is stirred, and the ancient American feeling against England is instantly kindled." The last feeling is aroused, further explains the New York daily, because "it is charged heatedly in Chicago that the East lowered the discount rate in order to encourage the flow of gold to the Bank of England and thus allow the maintenance of the pound sterling." Thus, as the Washington *Post* also notes, the financial interests of Chicago have revived Mayor William Hale Thompson's feud with King George, and the battle-cry again is, "Keep King George out of Chicago." The Chicago bankers, so the New York *Telegram* hears, are not going to let the Federal Reserve Board have the last word and "threaten to take the issue to Congress; they, like Bill, are not going to lie down and let King George run Chicago." More seriously in its Washington correspondence *The Telegram* predicts that there will be a heated discussion of the whole Reserve Bank system when Congress reconvenes, and "it will be charged that it proves a tendency toward centralization of the money power of the nation in Washington."

The fact that our Reserve System will be dragged into the Congressional debates six months before the nominating conventions, is lamented by several dailies, but the Baltimore *Sun* suggests that since the controversy is an old one, this may be as good a time as any to settle it; "there is a twilight zone of authority in the matter of discount rates—whether regional banks or the Reserve Board is supreme in the matter of fixing rates." The wording of the law, it is held, might be more definite. It gives the regional banks power "to establish from time to time, subject to review and determination of the Federal Reserve Board, rates of discount to be charged by the Federal Reserve Bank for each class of paper." At the time of the war and after, the Board is said to have brought considerable pressure upon individual banks in order to carry out a uniform policy. But the recent incident is said to be the only time that the Board has openly forced one of the regional banks to change a rate against the definite express will of its directors. Earlier in the summer a movement to depress the rediscount rates from a 4 per cent. to a 3½ per cent. level began with such action by the Kansas City bank. It was followed by others, until all but three were in line. The Chicago cut was ordered on September 6, and since that time the San Francisco and Minneapolis banks have followed suit, making the 3½ per cent. rate uniform throughout the country. The reasons for the Board's action in forcing lower rates, according to Gov. D. R. Crissinger, are set forth in the September *Federal Reserve Bulletin*, from which we quote these sentences:

> The growth in the volume of foreign funds in the New York money market during the first six months of 1927 has occurred at a time when the level of money rates was higher in this country than in financial centers abroad. The recent decline of the time loan rate in New York has carried it well below the bill rate in London, and the change in the relative position of these rates has resulted in a transfer of funds to London, reflected in a rapid rise of sterling exchange.
>
> This advance of sterling and of other European exchanges will assist foreign buyers in making their autumn purchase of grain, cotton, and other American farm products. At the same time the decline in rates charged on bankers' acceptances in New York will have a tendency to attract a larger volume of the financing of exports to the banks of this country, and consequently to reduce the demand for credit for this purpose abroad. Thus establishment of lower rates for money in the United States at this season of the year is facilitating the marketing of American crops and at the same time by relieving the pressure for funds on foreign banks is exerting a favorable influence on the international financial situation.

One of the very few voices to be raised in defense of the Reserve Board's attitude comes, strangely enough, from the Middle West, the Grand Rapids *Press* observing that:

> If in facing a need of stabilization in America it is also possible to improve credit and prosperity in our markets abroad, it must take a prize jingo to object to this pleasant by-product. If the Federal Reserve Board by improving credit conditions can do something toward holding up the price and production level to the stabilized normal which sane observers believe to be justified, well and good.
>
> Prophets of vast inflation followed by "another 1921" do not seem to be borne out by conditions to date. The Federal Reserve Board with that experience behind it would not willingly put its head in such a noose.

An unnamed New York banker is quoted in *The American Banker* as saying that the reduction has had the effect of making a better market for the farmer's grain "by the simple process of preventing the importation of further shipments of gold from Europe and through the transfers of funds that have been going across the water to seek higher interest rates."

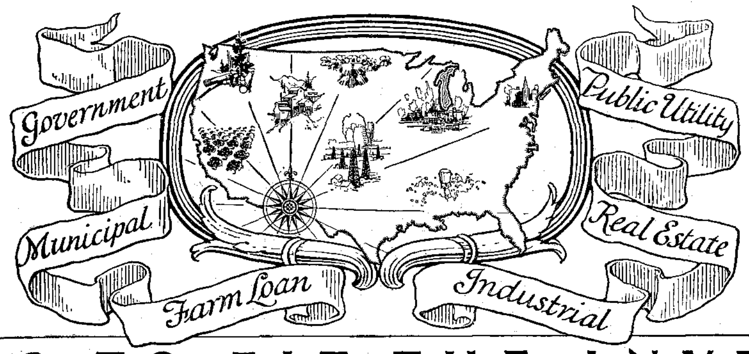
And the Reserve Board's assumption of power is also upheld by several newspapers; the Boston *Post*, for instance, after pointing out that the Reserve System was created for the purpose of massing money or credit at the points where it was most needed, continues:

> If, then, sole power to establish rates be left with the local boards, they might in emergencies vote to serve their local interests to the detriment of the country as a whole. With the power centralized in the hands of the national board at Washington, there is more likelihood that a national view-point would be maintained.

But the critics are louder and more numerous. In New York, writes Edward H. Collins, in *The Herald Tribune*, the critics are divided into two classes:

> First, those who feel that the Federal Reserve system should not be considered as a unit, with the Reserve Board occupying a place of supreme authority, but a more or less closely knit system of twelve autonomous district banking institutions, and secondly those who feel that the Reserve Board has been guilty of bad judgment rather than the usurpation of powers which it does not possess. It is the fact that the board has come in for criticism on both these scores that has resulted in placing its supporters in a distinct minority.
>
> Among close students of our political and financial system here are many who feel that the Federal Reserve Board should be clothed with some sort of emergency authority—that it should be the court of last resort, at least in times where stringent and concerted measures are called for as in a money or business crisis.
>
> But even these persons, leaning as they do to the central authority idea, are inclined in most cases to believe that in its action at this time the board has unnecessarily disturbed a delicate adjustment of powers within the system.

In Chicago feeling runs high. Glenn Griswold, editor of the



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Houston Lighting & Power Company
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Public Service Company of Oklahoma
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First Mortgage 6% Sinking Fund Gold Bonds . . 3-1-1942
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EUROPEAN

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Isarco Hydro Electric Co. (Italy)
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INVESTMENTS AND FINANCE
Continued

Chicago *Journal of Commerce*, returns to the attack again and again, saying in his own column of comment—

> The Federal Reserve Board, by coercion—and coercion failing, by direct usurpation—not only has fixt a low discount rate, to stimulate business, increase prices, and move funds abroad for the rescue of Europe, but also has undertaken arbitrarily to hammer rates down by the purchase of government securities. It is all as clear as a crystal.
>
> Bankers of the West who have fought the Federal Reserve System's battles, defended it against demagogs, and worked and prayed for it, are about discouraged. They realize that despite its personnel, it is the greatest banking system in the world; that it has saved agriculture and business from calamities that would have outdone all our historic panics of the past. But they are beginning to see that the time may come when the friends of the system can no longer defend it against the stupidity of those in control.
>
> The one thing that would restore the system to public confidence, and forfend against the evils that are presently almost certain for it, would be a housecleaning in Washington and in New York.

In a dispatch to the New York *Times*, Mr. Griswold further explains that—

> What worries and almost frightens Chicago bankers is the fact that they feel they understand much better than the East understands the wide-spread hostility to the Federal Reserve System already developed among farmers by Senator Brookhart and those who adhere to his school of philosophy and politics. They know that many small-town merchants, and even many country bankers, have absorbed this evangelism of destruction, and that if incidents continue which indicate that the East is usurping the power and disregarding the judgment of the ablest and most conservative bankers and business men who are supposed to be in control of the Western Reserve banks, a storm may break that will affect the system.

"Lack of public confidence wrecked the previous attempts to establish a national credit bank in this country," declares the Chicago *Tribune*, "and if the Federal Reserve System goes the same way, it will not be difficult to place the blame." *The Tribune* adds that statements from the East have not shaken Chicago's view "that the lowering of the rate is of advantage primarily to foreign Governments and secondarily to stock speculators." In the Chicago *Evening Post*, too, we read:

> The situation suggests that the Federal Reserve System, altho unchanged as to general organization, is straying from the program originally laid out for it. The drafters of the bill had in mind twelve independent districts in which the member banks fixt rates independently according to crop, money, and industrial conditions in each. The Reserve System was in effect to be a decentralized system.
>
> What really has happened, recent events indicate, is that while a decentralized system is officially maintained, the Federal

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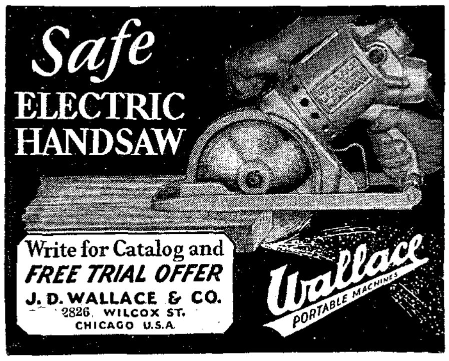

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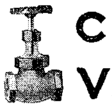

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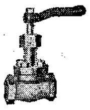


150 Pounds Pressure

2500 Pounds Pressure

Reserve banks are far from the independent units they are supposed to be. There is centralized control of a very effective nature in Washington, and the control of the Washington Reserve Board, close observers are convinced, is in the hands of the New York bank.

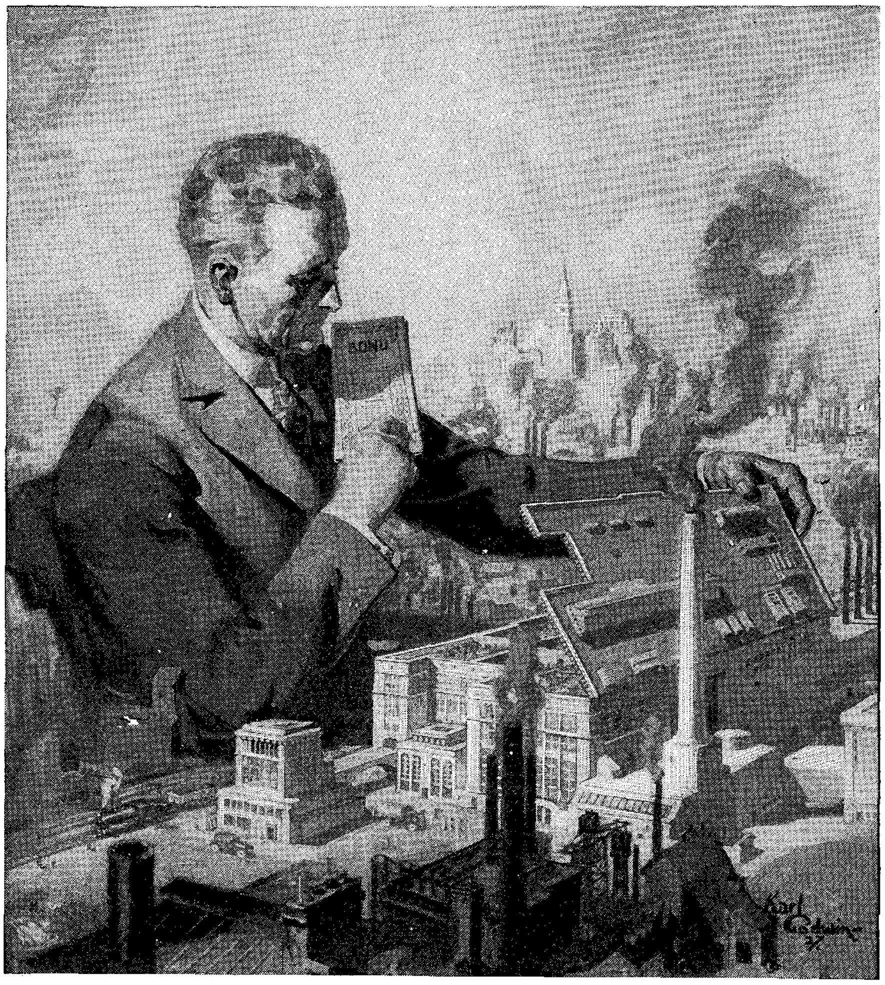
Senator Carter Glass, who took a leading part in the creation of the Federal Reserve System, is quoted in the papers as saying: "It never was, is not now my opinion, that Congress ever intended, or that the Act itself authorizes the Federal Reserve Board arbitrarily to establish a rediscount rate at the Federal Reserve Banks." He declares himself to be "decidedly apprehensive that this action of the Federal Reserve Board is and was intended to be a long stride in the direction of making the Federal Reserve Board a central bank, with the Reserve Banks as mere branches, which is as far from the real intent of the law as anything could possibly be."

"It is one thing for the Bank of England, or any other central bank in Europe," remarks *The Wall Street Journal*, "to adjust its own country's money rates even arbitrarily, and another for a Washington board, not necessarily made up of bankers to attempt such dictation." In an *American Banker* editorial we read:

> It is idle to argue whether the Federal Reserve Board is better posted or more competent than the administration of the Chicago bank. The point to be cleared up is whether the Board has the right thus to impose on a regional bank an official rate.
>
> Banking sentiment throughout the country will probably take the attitude that placing such authority in the hands of a centralized body is unwise. It assails the principle of independence under which the American banking system has developed. It makes the member banks of the system mere appanages of a bureaucratic authority. Needless to say banks will not relish the thought.

And the New York *Journal of Commerce*, whose editor, H. Parker Willis, helped to frame the Federal Reserve Act, takes the part of the Chicago bank directors and thinks the time has come for a thorough house-cleaning. Mr. Willis, on the financial page, is inclined to criticize the Reserve Board for its low-rate policy. Most members of the financial community, he believes, "feel that the present policy of go-as-you-please inflation is not likely to result in the desired result of forcing gold out of the country." And he quotes from the current bulletin of the National City Bank of New York, as follows:

> Is it the idea that the Federal Reserve discount rates should be lowered enough to overcome all hesitation and caution on the part of member banks and the borrowing public and force a period of inflation in this country which will eventually result in the expulsion of gold? In view of the present state of credit expansion this suggestion seems like a proposal for the American business community to deliberately repeat the experience which ended so disastrously in 1920-22.



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CURRENT EVENTS

FOREIGN

September 7.—Capt. Terry Tully and Lieut. James Medcalf take off in the monoplane *Sir John Carling* from Harbor Grace, Newfoundland, for London, England.

The British Trades Union Congress, meeting in Edinburgh, breaks relations with the Red element of British labor by a vote of delegates representing 3,746,000 members against the vote of delegates representing 148,000 members.

September 8.—The monoplane *Sir John Carling* fails to arrive in London, England, and like the monoplane *Old Glory*, bound for Rome, which preceded it, is believed lost in the Atlantic.

September 9.—Mayor James J. Walker of New York has a private audience of half an hour with Pope Pius, and a forty-five-minute interview alone with *Premier Mussolini.*

Because of the loss of life in attempted transatlantic flights, C. A. ("Duke") Schiller and Phil Wood, pilots of the plane *Royal Windsor*, are ordered by the Flight Committee of Windsor, Ontario, to abandon their proposed flight to Windsor, England.

September 10.—Aristide Briand, French Foreign Minister, in an address to the Assembly of the League of Nations at Geneva, says that France is seeking peace by any means that will insure it, and that she will support Article VIII of the Covenant of the League of Nations, which binds the members of the League to reduce their armaments to the lowest point compatible with national safety.

September 11.—Charles A. Levine calls off his proposed return transatlantic flight from Europe in the monoplane *Columbia.*

Dr. Chaim Weizmann, leader of the international Zionist movement, is reelected President of the World Zionist organization, and Nahum Sokolow is reelected Chairman of the Zionist Executive Committee at the Zionist Congress meeting in Basel, Switzerland.

September 12.—The American Embassy in Paris submits to the French Foreign Office a draft of an unconditional most-favored-nation treaty applicable as between the United States and France.

September 13.—A typhoon, accompanied by a tidal wave, kills 400 people and injures 2,300 in the Island of Kiushiu, Japan.

The Persian Government is ready to curtail opium production and export 10 per cent. annually for three years and substitute other crops, Col. Daniel W. McCormack, technical adviser to the Persian Government, announces to the League of Nations Social Welfare Committee.

DOMESTIC

September 7.—Four ocean liners report a vain search for the monoplane *Old Glory*, in which Lloyd W. Bertaud, James DeWitt Hill, and Philip A. Payne were attempting a flight to Rome.

Judge Thomas W. Slick denies the petition of D. C. Stephenson, former Grand Dragon of the Indiana Ku Klux Klan, now a life prisoner at Indiana State

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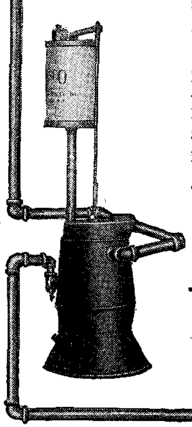

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prison for murder, for a writ of habeas corpus.

September 8.—Many protests are reported pouring in on the Department of Commerce and the State Department against the sweeping increases in the French import duties on certain American manufactured goods.

September 9.—Ed Jackson, Governor of Indiana; George B. Coffin, Republican leader in Marion County and Indianapolis; Mayor John L. Duvall, of Indianapolis, and Robert I. Marsh, former law partner of the Governor, are indicted by the Marion County Grand Jury—Jackson, Coffin and Marsh on a charge of conspiracy to commit a felony, and Duvall on a charge of violating the corrupt practises act.

The Navy Department withdraws the leaves of absence of Lieut. Lawrence W. Curtin and Ensign Stephen B. Edwards, who were to have attempted a transatlantic flight with Capt. Rene Fonck, and Boston and Philadelphia withdraw their respective offers for flights from Europe to the two cities.

September 10.—Following the situation created by the application of the new French tariff schedules, the State Department has instructed the American Embassy at Paris, it is announced, to begin negotiations with the French Government for a commercial treaty, including the most-favored nation clause.

The French team wins the historic Davis cup for the first time, when René Lacoste defeats Tilden three sets out of four, and Henri Cochet defeats Johnston three sets out of four, thus giving France three matches out of five.

September 11.—President Coolidge returns to Washington after three months' vacation in the Black Hills, South Dakota.

The National Safety Council reports 58 persons killed each day in July in motor accidents, as compared with 60 a day in July, 1926. In June of this year the average was 69 deaths a day.

September 12.—*The Daily Mirror* (New York) announces the receipt of a message from the steamship *Kyle* saying that a wing of the missing monoplane *Old Glory* has been found about 600 miles east of the Newfoundland coast. The wreckage of an airplane is also reported found at Newquay, England.

His Lucky Night.—The sleight-of-hand performance was not going very well.

"Can any lady or gentleman lend me an egg?" asked the conjurer, coming down to the footlight.

"If we'd 'ad one," shouted a man in the audience, "you'd 'ave got it long before this."—*Boston Transcript.*

Terra-firma Fan.—A negro passenger in the steerage, who was very seasick, was bantered by his friend as being a landlubber. "Dat's correct," said the mal-de-mer victim weakly. "Dey ain't no ahgyment dere. Ah's a landlubber an' Ah's jes' findin' out how much Ah lubs it."—*Boston Transcript.*

Pull Down the Shades.—
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—*Ad in a Portland (Ore.) paper.*

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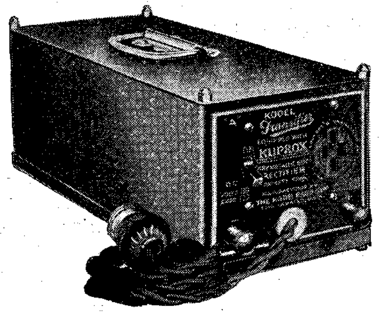

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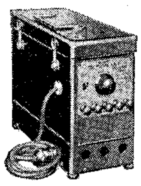

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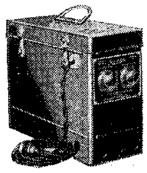

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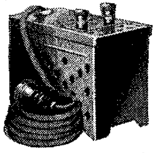

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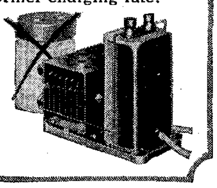

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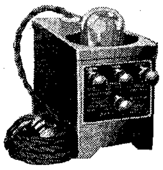

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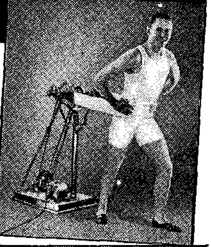

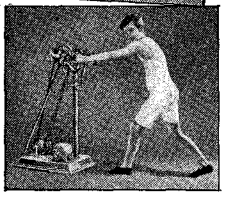

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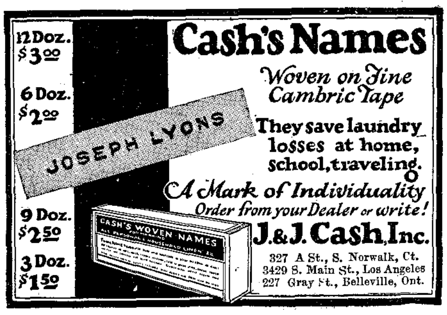

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THE SPICE OF LIFE

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Out for an Airing.—"It sounds perfectly cuckoo!" she said, her eyes in her lap.—*Story in the Saturday Evening Post.*

Scat!—
FIND SKELETONS
SEARCHING CAVE
FOR GEOLOGIST
—*Dallas Dispatch.*

Ouch!—OFFICER—"You were speeding. I've got to pinch you."

FAIR MOTORIST—"Oh, please! If you must, do it where it won't show!"—*Hardware Age.*

Price of Silence.—A Missouri parson who has married 4,500 couples says that blondes make the dumbest brides. This may be another reason why gentlemen prefer them.—*Judge.*

One Target at a Time.—SALESMAN—"Here is a very nice pistol, lady. It shoots nine times."

FAIR CUSTOMER—"Say, what do you think I am—a polygamist?"—*Hardware Age.*

Under Two Flags.—STORE MANAGER—"They say brunettes have sweeter dispositions than blondes."

CLERK—"Well, my wife's been both and I can't see any difference."—*Progressive Grocer.*

Painless Touch System.—"Where did you find this wonderful follow-up system? It would get money out of anybody."

"I simply compiled and adapted the letters my son sent me from college."—*Boston Transcript.*

Cigar-band Style.—
Mary had a little dress,
A dainty bit and airy;
It didn't show the dirt a bit,
But gee, how it showed Mary!
—*Missouri Outlaw.*

Hello Central, Give Me Heaven.—At the spiritualist's:—"So you want to call up the spirit of your late mother-in-law?"

"Yes, it wasn't enough for her to plague the life out of me, but just before her death she hid my pipe."—*Lustige Kölner Zeitung.*

Shaken Decorum.—Recently there was a distinct earthquake shock which disturbed a small Western city and rocked the municipal building so that the councilmen, then in session, left without the usual ceremonies. The clerk, a man of rules and regulations, was hard put to give his minutes the proper official tone. Finally he evolved this masterpiece: "On motion of the city hall, the council adjourned."—*American Boy.*

Call the Cat.—Charles Rawson was threading his way between two parked automobiles yesterday when a mouse ran up the leg of O. W. machone.

Gumz let go of the wheel to Gumz, who was dricing by in his clutch at the mouse and his car rammed into the rear parked car, jamming them together and pinning Rawson between them.—*Fond Du Lac item in the Columbus Dispatch.*

Speaking of Go-getters.—Asphalt, rock surfaced shingle salesman.—*Help wanted ad in a Spokane paper.*

Cheer Up.—
SHOWERS BRING RELIEF
ELEVEN DEAD
—*Head-lines in a New York tabloid.*

Condemned.—TERRY—"What are you looking so bored and mournful about?"

JERRY—"Some friends of my wife's are planning a pleasant surprize for me to-night."—*Life.*

Dangerous Crossing.—"Marriage," said the philosopher, "is like a railroad sign. When you see a pretty girl you stop; then you look, and after you're married you listen."—*Hardware Age.*

Tag, John's It.—MOTHER—"It is whispered that you and John aren't getting on!"

"Nonsense! We did have some words and I shot him, but that's as far as our quarrel ever went."—*Judge.*

Case for the Coroner.—WIFEY—"John, there is someone in the pantry, and I've just made a pie."

HUBBY—"Well, it's all right with me as long as he don't die in the house."—*Oregon Orange Owl.*

Hoisting Problem.—"So the Browns have had a disagreement and separated. What was it about?"

"She wanted to have her face lifted and he insisted that it be the mortgage."—*Boston Transcript.*

Fortune's Wheel.—
Beside the filling station now
The village smithy stands.
And many dollars fall into
His large and sinewy hands.
—*Florida Times-Union.*

Wild Sea Food.—The most harrowing experiences were related by the passengers of the *Martha Washington.* The great blow struck the vessel Tuesday night and increased in intensity all the next day. Steerage passengers prayed and women wept hysterically as the lunches grew more and more terrifying.—*Boston Herald.*

Knew Her Ablutions.—The kindergarten teacher asked one of her young pupils what the eyes were for, and was promptly answered, "To see with." Another was asked what the nose was for, and the answer was correctly given. Then she asked the little daughter of Mr. and Mrs. Paul Watts, "What are your ears for?" The child replied, "To keep clean." She got a 100 mark.—*Christian Register.*

Bright Lights.—The lights at West Colfax and Federal, Lake Place and Federal, Speer Boulevard and West Colfax will operate the same as they have, without change, except to use their own judgment when traffic slows up to change the time of shutting the same off.

Very truly yours,
R. W. HERSHEY,
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—*Denver Police Bulletin.*